

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 216.—Vol. IX.]

LONDON: SATURDAY, OCTOBER 12, 1839.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this Association will be held, in conformity with the Deed of Settlement, at the office of the company, 26, Austin-frs., on Tuesday, the 29th day of October inst., at Twelve o'clock precisely. On that day two directors, namely, Robert Passenger, Esq., and George Probyn, Esq., and one auditor, Alexander Druce, Esq., will go out of office, agreeably to the Deed of Settlement, but are immediately re-eligible, and are candidates for re-election.

It is necessary that parties intending to offer themselves as candidates for the direction and auditorship should leave notice of such intention with the Secretary, at the office of the company, 26, Austin-frs., at least fourteen clear days before the day of election.

26, Austin-frs., October 8.

WILLIAM LECKIE, Secretary.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this Association will be held at the office of the company, 26, Austin-frs., on Tuesday, the 29th day of October inst., at half past Twelve o'clock precisely, for the purpose of considering the propriety of confirming the following resolution, which was passed at a Special General Meeting of proprietors, held on the 20th day of April last:—"That all the clauses in the Deed of Settlement, fixing the Half-yearly General Meetings in each year on the last Tuesday in April and the last Tuesday in October, be rescinded, and that in lieu thereof, from and after the next Half-yearly General Meeting, in the month of October next, such Half-yearly General Meetings in each year shall be held on such days in the months of January and July as the directors may appoint; and that after the election or re-election of directors and auditors, on going out of office by rotation, at the Half-yearly General Meeting in October next, the directors and auditors in future shall go out of office, be elected or re-elected, at the Half-yearly General Meeting in January, 1841, and so continue to go out of office, or be elected or re-elected, at every subsequent Half-yearly General Meeting in the month of January in each year, in lieu of the month of October."

26, Austin-frs., October 8.

WILLIAM LECKIE, Secretary.

TREGOLLAN MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of shareholders will be held on Saturday, the 26th day of October inst., at the George and Vulture Tavern, George-yard, Lombard-street, in the city of London, at One o'clock in the afternoon precisely, to consider the expediency of making a further CALL on the shares in this company—to determine the amount thereof—and to give the directors such authority in respect of the same as may be deemed necessary; also to fill up the vacancy in the direction, occasioned by the resignation of Edward Garland, Esq.

By order of the board,

SAMUEL BUXTON, Secretary.

Tregollan Mining Office, 6, St. Mildred's-court, Poultry, London, Oct. 10.

WHERRY MINING COMPANY, Mount-bay, Penzance.—We, the undersigned, Richard Pearce, Samuel Higgs, and Richard Millett, directors of the above company, do hereby give notice, that two SPECIAL GENERAL MEETINGS of the shareholders, for the purpose of dissolving the said company, will be held, and are hereby called, for that purpose, at the Account-house on the Mine,—the first on Monday, the 21st day of October now instant, at noon; and the other on Monday, the 11th day of November next, at the same hour.

Dated, Wherry Mining Office, Penzance,

Cornwall, Oct. 1.

RICHARD PEARCE,
SAMUEL HIGGS,
RICHARD MILLETT.

EUROPEAN GAS COMPANY.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors will be held on Thursday, the 24th of October, instant, at the hour of twelve at noon precisely, at the office of the company, No. 28, Finsbury-circuit, London, to take into consideration the expediency of extending the power of the Board of Directors under the twenty third section of the Deed of Settlement.—Dated the 10th day of Oct.

By order of the Board of Directors,

A. SPEAR, Secretary.

CALLS.

BRITISH SILVER-LEAD AND COPPER MINING COMPANY.—The directors of the British Silver-Lead and Copper Mining Company do hereby give notice, that they have this day made a CALL of FOUR POUNDS per share on the new shares (equal to One Pound per share on the old shares) in the above company, payable on or before the 25th day of October next, at the Liverpool Banking Company, Liverpool; or at Messrs. Currie and Co.'s, bankers, London, on their account.

Company's office, Brazil-buildings, Drury-lane,

Liverpool, September 17.

REETH CONSOLIDATED MINING COMPANY.—FIRST CALL.—The directors of the Reeth Consolidated Mining Company hereby give notice, that they have this day made a CALL of TEN SHILLINGS per share upon the shares of this company, and the proprietors of shares therein are required to pay the amount of such call upon their respective shares on or before the 8th day of October next, at any of the undermentioned banks:—

Leeds.—Messrs. William Williams Brown, Banks Barr, and Co.

London.—Messrs. Brown, Jamson, and Co.

Truro.—The Western District Bank.

*An early payment of the call is respectfully requested.

By order of the directors,

26, Albion-street, Leeds, September 4.

JOHN BLACKBURN, Sec.

DURHAM COUNTY COAL COMPANY.—Notice is hereby given to the holders of the following scrip and unregistered shares in the above company, being numbered as below, viz.:—Nos. 119, 141 to 143, 143 to 146, 224, 240 to 250, 250, 268, 308, 403, 476 to 478, 631 to 633, 634, 1074 to 1075, 1077, 1087 to 1088, 1299 to 1300, 1309 to 1370, 1481, 1496 to 1497, 2311 to 2315, 2364 to 2391, 2576 to 2580, 3246 to 3255, 3376 to 3385, 3431 to 3436, 3551 to 3555, 3601 to 3610, 3621 to 3625, 3 81 to 3853, 3916 to 3920, 5116 to 5120, 5361 to 5365, that the said SHARES are hereby declared FORFEITED, unless the said SHARES, together with all Dividends and other advantages arising therefrom, unless the Rights and previous Call, making 40s per share, be paid within thirty days from the date hereof, together with interest, at the rate of 4s per cent. per annum, from the date when such Calls were first payable, according to the terms and conditions on which the same were issued, as printed on the certificates.

Coal-office, London, October 7.

By order of the Directors,

CHESTER AND CREWE RAILWAY.—TENDERS FOR LOANS.—The directors of this railway are prepared, under the powers in their Act of Parliament, to take up Loans of Money on Mortgage of the Tolls arising therefrom, in sums of not less than 40,000, and to remain for three or five years, as may be agreed upon, for which interest, at the rate of 4s per cent. will be paid half-yearly.—Tenders, stating the amount, to be addressed to Mr. R. JONES, the treasurer, at the Company's Office, Post-office place, Chester.

J. UNICKE, Chairman.

LONDON ZINK WORKS AND ROLLING MILLS, Wink-lock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Planished Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to

JOHN BALL and Co.,

11, Finsbury-circuit.

THE PATENT SAFETY FUSE.—FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you.

They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Canbourse, Cornwall.

FOREST OF DEAN, GLOUCESTERSHIRE.—VALUABLE COAL PROPERTY.

To Capitalists, Railway Companies, Coal and Iron Masters, and others.

MR. PHILIP ROBINSON WILL SELL BY AUCTION, at the Bear Inn, Newnham, Gloucestershire, on Monday, October 28, at Five o'clock in the afternoon (unless previously disposed of by Private Contract, of which due notice will be given) subject to conditions of sale then to be produced, all that very valuable and excellent COAL-WORK or COLLIERY, galed to the Hill Delph Vein of Coal, called UPPER and LOWER PLUCKPENNY LEVELS, together with the Tram-plates, Horse-wheels, and other Machinery, requisite for carrying the Colliery on an extensive scale. The above property is very eligibly situated at Ruardean's Hill, in the Forest of Dean, near to the following places—viz.: Gloucester, Hereford, Ross, Ledbury, Newent, Newnham, and Mitcheldean, and upon the Lydney and Bullo Pill lines of railway. The Coal (of which there are about 100 acres unworked) is of superior quality, well adapted for household purposes, steam engines, manufacturing purposes, and lime-burning or coking for Blast Furnaces, for all of which purposes there is a great demand in the immediate vicinity.

The above Colliery has been admirably drained, obviating the necessity of pumping the water, whereby a great saving of expense in working the same has been permanently effected. It discharges itself at Drybrook, north of and adjoining the turnpike-road from Monmouth to Gloucester.—N.B. There are several Pits sunk down at a great expense upon this field of coal, the produce of which would command a ready sale at Ross and Hereford, being the nearest to these places.

A plan of the property may be seen, and further information, with descriptive particulars of the Colliery, obtained (by letter, post paid, or by personal application) either at the offices of Mr. Benjamin Pech, solicitor, Coleford; Messrs. Gregory and Son, solicitors, 12, Clement's Inn, London; or at the auctioneer's, Hill House, Littledean.—Coleford, Gloucestershire, September 28.

NEAR REDDLEBERT AND THE CELEBRATED PASS OF ABERGLASSY. VALUABLE AND EXTENSIVE FREEHOLD ESTATES, possessing RICH COPPER MINES AND VEINS OF SLATE, between Carnarvon, Capel-Cerig, and Port-mau, with a good sporting domain; the two estates comprising ABOVE ONE THOUSAND THREE HUNDRED ACRES, with a beautiful river and lakes, abounding with salmon and trout, amidst some of the most sublime and romantic scenery of NORTH WALES.

MESSRS. DANIEL SMITH AND SON are instructed by the proprietor to offer for SALE BY AUCTION, at the Mart, near the Bank of England, on TUESDAY, October 20th, 1839, at Twelve o'clock, the valuable estates of RYGAN-PAUR and HAFODYDD-BRITHION, in the counties of Merioneth and Carnarvon, in the romantic vale of REDDLEBERT. The first offering to capitalists, and the mining interests in particular, an important property. THE COPPER MINE from which ONE OF THE VALUES OF SEVERAL THOUSAND POUNDS has been raised, being now in hand, with the powerful water-works and other machinery; also a beautiful landed investment, comprising ABOUT THREE HUNDRED AND FIFTY ACRES, with the erection of a mansion or villa, bounded by the beautiful windings of the Aberglaslyn River, and extending to Dina's Lake, in the midst of splendid mountain scenery, embracing Snowden, and within half a mile of the village and inn of Reddylebert, on the turnpike-road to Capel Cerig.

The other estate of HAFODYDD-BRITHION (about two miles distant) offers a fine and very improvable investment, comprising ABOUT ONE THOUSAND AND TWENTY TWO ACRES, in a perfect ring fence, with a beautiful lake and other improvements, with fish and wild fowl, and the domain with a variety of game, grouse, &c. On this estate FINE VEINS OF SLATE HAVE BEEN OPENED, and are well for being easily worked. The produce of the mines is now conveyed along the turnpike-road to Portmadoc (about eight miles), but it is expected that a railroad will be shortly formed to the shipping place by the owners of adjoining mines.

Mr. Roberts, of Reddylebert, will show the estates, and descriptive particulars, with plans, may be had at Reddylebert; at the chief inns at Bangor, Liverpool, and Birmingham; of Messrs. Williams and Breese, Penrith, and Portmadoc; the vendors' solicitors, of Mr. R. L. Ellis, surveyor, Carnarvon; at the Auction Mart, and at Messrs. Smith's offices, Waterloo-place, Pall Mall, London; and Windsor, Berks.

MERIONETHSHIRE, NORTH WALES.—SLATE QUARRIES AND COPPER MINE.—TO BE SOLD. The Lease of two extensive Tracts of Land—one containing a valuable Vein of Slate of a superior quality, and the other containing several Veins of rich Copper Ore, and adjoining two Copper Mines now working extensively.—For further particulars, apply (if by letter, post paid) to Robert W. Hyers, Esq., Tremadoc, near Carnarvon.—Dated Oct. 3.

BY THE QUEEN'S PATENT.

To Engineers, Railway Builders, Steam, Boat Proprietors, Manufacturers, and others requiring Steam Engines.

MESSRS. BUNNETT AND CORPE respectfully solicit attention to their new PATENT CONCENTRIC STRAM ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unobtainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE AND PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and WEIGH BRIDGES, for which they are appointed sole agents for London and its vicinity.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning till dark. Admission One Shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is brilliantly lighted with Gas, and is now completed to beyond low water mark on the Middlesex shore.

By order, J. CHARLIER, Clerk to the Company.

Thames Tunnel Office, Walbrook-buildings, Walbrook, October.

N.B. Conveyances to the Thames Tunnel, by Omnibus, from Piccadilly, Charing-cross, Fleet-street, and Gracechurch-street, also by Steam-boats, at Chelsea, Vauxhall, Westminster, Hungerford, Quenchitoe, Dyer's hall wharf and London-bridge.

Boats with plates descriptive of the works are sold at the tunnel, price one shilling.

RAILWAY MAGAZINE, AND COMMERCIAL JOURNAL.

—This Work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all causes it has advocated, will now be published weekly, price Sixpence, and go post free. The first Number was published on the 17th August, consisting of twenty-four closely and handsomely printed pages. It is intended to contain full and accurate reports of all railway and joint-stock meetings; accounts of new companies, banks, mines, assurances, canals, docks; times and fares of all railway trains throughout the Kingdom; prices of stocks, shares, gold, silver, cotton, corn, wool; general, mechanical, and scientific intelligence, &c. &c. Orders received by all news-agents, and at the office, No. 3, Red Lion-court, Fleet-street, London. Agents for the paper, and for receiving advertisements, in Liverpool, Arnold and Son, Post-office-place; Manchester, Lewis, Market-street; and Birmingham, Mansell and Co., 31, Union-street.

THE NEW SCIENTIFIC, LITERARY, AND DRAMATIC NEWSPAPER. Published every Saturday Morning, at Seven o'clock, price 1d. (stamped); also, in Monthly Parts, with the magazines. (Parts I. and II. are now ready.)

THE INVENTORS' ADVOCATE, AND PATENTEE'S RECORDER. A WEEKLY BRITISH AND FOREIGN MISCELLANY OF INVENTIONS, DISCOVERIES, AND THE FINE ARTS.

SELECTED REMARKS OF THE PRESS.

"The 'Inventors' Advocate' is a new weekly contemporary, embracing a very wide field of arts, sciences, and literature. Its principal feature is the record of patent inventions, both domestic and foreign. This will be a most useful guide to projectors and inventors; and any suggestions to improve our patent laws are also very desirable."—*Literary Gazette.*

"A new periodical, entitled the 'Inventors' Advocate,' has just been published by Mr. Kidd, of Tavistock-street, Covent-garden. We think the design a good one, and wish the publication every success. As it is intended to be a Weekly British and Foreign Miscellany of Inventions, Discoveries, and the Fine Arts, it will more particularly apply itself to inventors, patentees, and patrons of the arts; but as it also contains the usual characteristic features of a literary paper, it cannot fail of being interesting and attractive to the public in general. It purports to afford an efficient medium of communication between inventors, patentees, capitalists, and the public at large—calculated at once to do justice to the inventive genius of all nations, and to elicit the stores of innate intelligence and capacity, which lie hidden or neglected from a deficiency of patronage or of fostering protection, or a mere want of funds. The 'Inventors' Advocate,' and Patentee's Recorder,' is not designed to be of an ephemeral nature, but to form a work of constant reference, having relation to all inventions and discoveries, and being conducted on a plan which will at once save much labour and research to an inventor, and guarantee a safe outlet to the capitalist. A work of this nature is certainly still a desideratum, and we have no doubt that this new periodical will ably and efficiently supply it."—*Connoisseur Journal.*

"In addition to its more immediately avowed features—sciences, inventions, discoveries, and the fine arts—this paper will rank high as a literary journal. Its criticisms on the drama are masterly, bold, forcible, honest, and manly. Frauds and embezzlements are awarded with the most discrimination, and every justice is rendered both to managers and actors. 'To be honest,' says Will Shakspeare, 'as times go, is to be one man picked out of ten thousand.' and certainly an honest theatrical critic is a rare commodity in the days we live in."—*Weekly Chronicle.*

"This is quite a novelty in the scientific world; but it is a most useful and agreeable novelty, and one whose appearance will be hailed with a cordial welcome by some thousands of practical men, whose interests, hitherto, have been only partially and imperfectly represented."—*Globe.*

Published for the proprietors, every Saturday morning at Seven o'clock by W. Kidd, Tavistock-street, Covent-garden.

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND CROYDON RAILWAY.

The adjourned half-yearly meeting of the proprietors in the London and Croydon Railway Company took place on Wednesday, the 9th inst., at the London Tavern, Bishopsgate-street.

W. A. WILKINSON, Esq., in the chair.

The CHAIRMAN explained that the object of the present meeting was to take a ballot upon the names of such gentlemen as might be proposed to fill the vacant seats at the board, as agreed to at the late meeting—(see *Mining Journal* of the 21st ult.). As, however, only four names had been proposed, and as there were four vacancies, a ballot would not be required, and the existing directors would, in pursuance of their pledge, elect these gentlemen. He would only further add, that Mr. Crowley, who had been nominated on a former occasion, and Mr. Goldworthy, whom it had been in contemplation to nominate, withdrew their pretensions until some future opportunity.

The SECRETARY then read the following report of the directors:—

REPORT.

In the discharge of the duties which have devolved upon us in consequence of the late votes of the proprietors, and in the present state of the board, we have thought it right to establish the rule of originating as little fresh matter as possible, confining ourselves with carrying out such measures as had been already prepared or contemplated.

At our first meeting, on the 10th September, we received at one and the same time, the resignations of Messrs. Moxon, Hayne, and Liddiard, a letter from Mr. Gibbs, informing us that business of importance called him to the continent, and referring us to Mr. Deane as his locus tenens, and a report from the overhauler that the line had been partially flooded by the excessive rain of that morning, which had caused some considerable damage to the slopes, and tested the insufficiency of the drainage for such an emergency. Mr. Deane likewise reported the necessity of immediately putting on 100 additional men, part to the slopes, and part to the drains; and as Mr. Gibbs's responsibilities had not yet ceased, we felt obliged to accede to this demand. We regret exceedingly the additional expenditure which the first approach of bad weather has thus rendered necessary upon a line of railway, to the perfect state of which the attention of the proprietors has been lately directed by public advertisement; but we trust that beyond this expenditure no permanent injury has been effected.

We have had an interview with Mr. Cubitt, and have made arrangements with him for an investigation into the accounts which are to be furnished from the engineer's office, but which are not yet completed.

In pursuance, likewise, of the rule above mentioned, we have deemed it proper to allow Mr. Gibbs's present engagements with the company to terminate on the 20th September, as has been previously agreed, and these engagements have terminated accordingly. In consequence of the termination of these engagements, and the damage from the late rains, we have thought it advisable to request Mr. Cubitt to view the line and report upon its present state. Mr. Cubitt has so done, and his report will be laid before you.

We have confirmed the appointment of Mr. Joshua Richardson, as the resident engineer of the company, and we have every reason to think that the most efficient and judicious management can afford us, to be satisfied with the choice that has been made. We hope soon, with his assistance, to be able to economise our expenditure, without in any manner detracting from the efficient working of the railway.

We have the satisfaction to inform the proprietors that the extraordinary traffic occasioned by the fair at Croydon has been conducted with every convenience to the public, and without accident; that, on the second day of that fair, 1,300 passengers were conveyed along the line, that the trains were run on that day every twenty minutes, from eight in the morning till two on the following morning, and during part of the day every ten minutes; and that the Greenwich trains were run, as usual, every quarter of an hour, making ten trains each way, or twenty trains in the whole, passing and repassing each other on these lines within the hour; and we cannot help thinking that if the Parliamentary Committee on Railways could have witnessed the facility and utter absence of confusion with which all this was managed, they would not have expressed so strong an opinion as they have done, of the insufficiency of the present arrangements for the traffic of the four companies having a common terminus at London-bridge.

It is, however, our intention to seek an interview with the directors of the Greenwich Railway, for the purpose of discussing any alteration of the respective terminal of the two lines which the late report of this committee may have rendered it advisable to effect. We are assured that these gentlemen have every disposition to meet the question upon its fair merits, and we are confident the Croydon proprietors desire no other.

Upon this subject we may perhaps venture the remark that if the interests of the Brighton and Croydon Railways were alone to be consulted, the most obvious course would be an immediate application to Parliament for a Bill to enable them to take the spare ground of the Greenwich Railway, for the purpose of completing an independent line, in order to meet the objections of the parliamentary committee, the outlay for which line would be abundantly met by the tolls at present levied by the Greenwich Company; but we believe that the proprietors of the first named companies would not desire to take any course which would be detrimental to the proprietors of the Greenwich Railway, provided the directors of the latter company should be disposed to obviate the present difficulties by an enlargement of their own line. Nevertheless, in order to be prepared for every contingency, we have directed our solicitor to give the necessary parliamentary notices for effecting the desired object without reference to any particular existing interests.

We have received 14,740l. of the first instalment upon the new shares, the whole of which have been subscribed, and we are proceeding to distribute the amount in equal proportions amongst the claimants upon the company. Nothing will give us greater pleasure than the liquidation of all the just claims against us; for the completion of this purpose, however, we shall be obliged to raise on mortgage the sum of 10,000l., for which we have not yet received the vote of the proprietors. On this point we regret to have to state that on the accounts delivered in to the proprietors, appended to the recent report of the directors, most of the sums which were entered by the engineer as "estimated" or "part estimated" to be due, have been found, according to custom, to have been erroneously estimated; and it is therefore to be apprehended that the whole reserve, which it was hoped had been provided for all contingencies, may be swallowed up, and the directors will be left without any fund upon which to draw in case of accident. Under these circumstances, although we feel that we cannot call upon the proprietors for any further supplies at present, we think it right to warn them that, if any event should occur rendering necessary however small an outlay of capital, resort must be immediately had to this disagreeable process.

We cannot conclude without expressing our increasing confidence in the future prospects of a railway—whose superior accommodations—numerous stations—extremely low rates of fares—and introduction to a comparatively new and beautiful country, entitle it to the especial patronage of the public.

At a subsequent stage of the proceedings the report was unanimously received and adopted.

The CHAIRMAN then adverted to the appointment of Mr. Richardson as resident engineer, and stated that that gentleman had determined to do everything on the most economical scale. He then adverted to the negotiations with the Greenwich Company in reference to the widening of their line, and stated that Mr. Roberts (deputy-chairman of the Croydon Company) had proposed a plan for obviating some of the inconveniences apprehended by the Parliamentary committee—which plan Mr. Roberts would bye-and-bye explain. He then referred to the items of increased expense adverted to in the report, and stated that the reserve fund, which they had anticipated from the creation of an increased number of shares, would by this means be swallowed up.

The SECRETARY then read the following report from Mr. Cubitt:—

MR. CUBITT'S REPORT.

In accordance with your request at a meeting which I had the honor to attend on Monday, 28d, I took the earliest opportunity my engagements would allow, of inspecting the line and works of your railway, by devoting Saturday last to that purpose.

The object of this inspection was that I might observe and note the state of the line on the occasion of its being given up by Mr. Gibbs, the engineer of the company for the construction of the railway, into the charge of Mr. Richardson, the new resident superintending engineer, for maintaining and working the line of railway.

In my progress along the line I was accompanied by Mr. Deane (on the part of Mr. Gibbs), who was absent from town, and Mr. Richardson; and also by two members of the board of directors.

We commenced our duty by an examination of the station at London-bridge, proceeding from thence, by an engine, to the junction at Catterick-house, from whence we walked along the line and works, to the station at Catterick-house, and thence on to the Croydon station by a train; examined the station there, and returned to town by the six o'clock arrival train at London-bridge.

As I conceive my inspection at this time has more regard to the working state and condition of the line, at the precise time in passing from hand to hand as it were, than to its cost, or the merits of its construction, which will form subjects for future consideration, I shall say no more about the London-bridge, New cross, and other stations, in this report, than that they were all fitted up, and in active use as passenger stations, and for which, for all present purposes, they appear to be fully sufficient; the London-bridge station will probably undergo some modifi-

cation in future, to accommodate the various lines in prospect from that point; and as regards the engine and carriage establishment at New-croft station, I would advise the board to make themselves as much acquainted as possible with the best established method of constructing the engine, carriage, and wagon building and repairing departments in other concerns, before they determine upon any settled plan for conducting those branches of their own business, as I am inclined to the opinion, that if it should be found expedient to repair both engines and carriages by their own means, the board will find the preparations at New-croft too small for the purpose, and none too large for the engine-works only.

Having premised thus much, I shall now proceed to the direct objects of my inquiry, viz.:

- 1st. As to the state of the line generally.
- 2d. As to the embankments.
- 3d. As to the cuttings.
- 4th. As to the drainage of the line, and more particularly as regards the effects of the heavy and continued rains during the last month.

First, as to the line:—I found the line generally in a very good working state, subject of course in various parts, particularly in the embankments, to adjustment and packing as to height and level; but so far as the upper works of this road constructed, with its numerous cross sleepers and longitudinal beams, for the rails, that it is next to impossible to get the line out of gauge from any partial subsidence, or other cause, which in my judgment renders it so perfectly safe, during all the requisite operations in raising, levelling, adjusting, and packing, and which will gradually become less and less, as the ways become consolidated by time and use.

Second, as to the embankments:—These are the most troublesome and expensive portions of the whole line, when considered with reference to the "maintenance of way;" in fact the subsidence of the embankment between Corbett's lane and New-croft, especially in the neighbourhood of Black-ditch, and of that between Forest-hill and the Dartmouth Arms, in, I think greater proportion to their height (and as not being decided slips), than in any I have ever seen; for in the former case there is in some parts five feet thickness of ballasting under the rails, and the latter three feet, for considerable distances; and, taking the average of these two embankments at three feet additional for settlement and consolidation, for one mile in length only, it would amount to the sum of £600, or thereabouts, for ballast only, exclusive of labour and packing; and I have no doubt that these two embankments will still continue to subside for some years, although in a much smaller ratio than heretofore, and that gangs of men will have to be almost constantly employed upon them.

Third, as to the cuttings:—In the cuttings there is not much work requiring immediate execution, although slips and casualties may always be expected, and a sufficient quantity of materials should at all times be in readiness to repair any superficial slips, or remove any quite away which cannot readily be stopped, as will probably be the case at the upper end of Forest-hill, on the north side of the cutting, at which place, I again beg to suggest that a tram-road should be laid down, and a gang of waggoners be in readiness, to set on hands, and remove any earth that might show signs of coming down upon the railway; all which the resident engineer will have a constant eye to, and manage as circumstances may require, so that with the above precautions, and constant attention, I see no reason to apprehend any such slips or casualties as would stop the road; but, in order to be prepared for the worst that might happen, I strongly recommend that two sets of turnouts and shifting-rails be introduced, so that, upon any emergency, about half a mile of the traffic, both ways, might be turned upon the south line, through the worst part of the Forest-hill, as by that means no delay or inconvenience to the public would take place, should a large slip unexpectedly occur. The course of proceeding I most strongly recommend, in this part of the line, is to do as little as possible till it is absolutely necessary, but to be prepared at all times to do all that may be necessary.

Fourth, the drainage of the line:—The late heavy rains and continued wet season have been a great trial to the drainage of the line, and although on the whole the railway is the better for the soaking it has had, still the circumstances have shown that in various parts the drainage in the completion of the line was conducted with more haste than good speed.

There is no doubt but that the cuttings in this line of railway were set out too narrow at the formation line (the bottom of the ballast) to admit of open side drains sufficient to take off sudden downfalls of rain-water, and to drain the ballast also, especially in those parts of the cuttings where the great tendency of the side slope is to slip in and fill up the drains, and which is the case on the north side of the upper end of the inclined plane for upwards of a mile along Forest-hill, so that in those parts, in order to drain the ballasting, recourse was had to pipe or under drains, with occasional cesspools or openings for the purpose of receiving the surface water from the road and side slopes; the consequence of this arrangement was, that when the rain came down in quantities and flowed in streams upon and along the sides of the road, the cesspools became filled with mud and mud, the pipes choked, and the railway, in some parts, I have no doubt, flooded with water.

These remarks apply more particularly to the upper half of the inclined plane; all the lower half, from the middle cross drain to and along the main sewer under the railway at New-croft, to which my attention was directed in January last, appear to be amply sufficient to answer their purpose very well.

As regards the maintenance of the drainage, I would suggest as general rules, 1st. To take off the water by means of open side drains, where that is practicable with security to the ballast and the due support of the cross sleepers. 2dly. Where the side of the cutting is of a nature that a side open drain cannot be maintained, then to form a continuous under drain, level with the ballast bottom, but without open cesspools, and over this to keep up a shallower open surface drain, to take off the rain water of sudden heavy storms. And, 3dly. To keep open and clear all the outfalls of the various drains and culverts beyond the railway, so that the water may be sure of getting off when conducted to the outside of the line of railway.

I do not think the earthen pipes good articles for the covered side drains; they are too irregular, too easily broken, and too difficult to replace, besides which their shape is bad for the formation of an open drain above them.

It occurs to me, that a simple and excellent drain, comprising both an under and an upper drain in one, might be economically formed of dry bricks only. See the sketch below.

A drain of this kind is easily made by a common bricklayer and labourer, and will take forty-four good sound bricks to the yard, which as being all picked bricks, and to allow for waste, say fifty to the yard; and I imagine that one good bricklayer to form the drain, and a good labourer to dig the trench and fill in after, would be able to do twenty yards per day, so that the estimate of cost would stand thus:—

1000 bricks laid alongside cutting £2 4 0
1 bricklayer, one day 6s. 6d.
1 superior labourer, ditto 0 9 11 0
Contingencies 0 0 0

For twenty yards run £2 0 0
Or 4s. per yard, 20s., or 20d. per mile.

The advantages of this kind of drain are, that it supports and drains at same time both the foot of slopes and the ballasting, forms both a good under drain and a good upper drain; it requires no cesspools, and can be easily cleared out without danger; by simply lifting the bricks which form the bottom of the open drain; it is reasonable in its cost, and I merely suggest it for Mr. Richardson's consideration; if carried into effect by way of trial, it should be begun at the top and laid down-hill.

On the whole, the state in which Mr. Richardson takes the line of railway is, according to my judgment, that of a medium kind between a newly finished and a permanently consolidated railway, which will for some time to come require unremitting attention to packing and drainage, and a constant state of preparation and watchfulness with regard to the stability of the side slopes of the cuttings, particularly in Forest-hill.

The CHAIRMAN explained that Mr. Richardson entirely agreed with Mr. Cubitt as to the propriety of not immediately removing any more of the earth at Forest-hill, although Mr. Gibbs was of a contrary opinion. The directors would act on the responsibility of Messrs. Cubitt and Richardson.

Mr. ROBERTS then detailed his plan above referred to, which was merely a review of the companies in working that part of the Greenwich line between the terminus and the Croydon Junction. All were to contribute to effect this, and the surplus arising from the tolls paid by each company would be divided among the companies, according to the amount of their contributions. This would economise their resources.

The SECRETARY then read the following resolution:—
Ordered:—That as the money authorised to be raised will be insufficient, a further or additional sum, not exceeding in the whole the sum of £1,000, be borrowed or taken up at interest on the credit of the said undertaking, in one or more sums or sums, and for such period or periods as to the directors may seem expedient; and for that purpose that the directors be empowered to mortgage, assign, and charge the property of the undertaking, and the rates, tolls, and other sums arising or to arise by virtue of the company's several Acts of Parliament, or any part thereof, pursuant to the provisions therein contained.

Mr. CAPEL moved, and Captain PAUL seconded, its adoption, which being put, was carried unanimously.

The CHAIRMAN then read the names of the gentlemen who had been nominated as new directors, and who might now be considered as chosen. They were as follows:—Robert Holland, Esq., M.P., St. James's square; Benjamin Baines, Esq., Copthall-court; John Lewis Ricardo, Esq., Angel-court; and Newman Smith, Esq., Croydon.

The chairman, again advertising to the subject of the Greenwich line, said, there could be no doubt that the tolls paid by the Croydon, Brighton, and South Eastern Companies would form a fund amply sufficient to pay interest upon any amount that might be required for widening the Greenwich line. The only question was who should raise the money.

Some conversation then took place with respect to the increase which had been found to arise in Mr. Gibbs's last estimates, from which it appeared that such excess would amount to about £3000.

Mr. CAPEL objected to so many members of the Stock Exchange being directors of the company. Two of the newly-appointed directors were stock brokers, and Mr. Wilkinson (the chairman) was one also. This made three, and the chairman's casting vote was equivalent to another. He wished to offer no disrespect to the members of the Stock Exchange, but he thought one variety of the directors was too much to have any connection with the share market, especially as there were many other eminently qualified gentlemen connected with the company.

The CHAIRMAN said it was the fault of the proprietors themselves if they had not nominated whom they pleased. They had had every opportunity, and the directors were pledged to proceed according to the wishes of the majority.

Mr. CAPEL said it was not surprising that so many gentlemen con-

nected with the Stock Exchange should be on the board, since more than 10,000 shares were held by members of that profession.

Capt. PAUL brought forward a notice awarding £500. to the directors for their services, to commence from the last meeting.

The CHAIRMAN wished that the grant should be extended farther back, so as to include the late directors, who had certainly laboured with much zeal for the company however erroneously they might have acted.

Ultimately Capt. PAUL withdrew his motion, on account of the thinness of the meeting, merely giving notice of such a motion to be brought forward at the next meeting.—Mr. ROBERTS gave a similar notice with respect to an allowance of 50l. or 60l. to the auditors.—Mr. GOLDSWORTHY, one of the auditors, declined accepting any remuneration.

The CHAIRMAN adverted to a rumour that had gained currency, to the effect, that the directors proposed shutting up the line in winter, and showed how absurd such a report was, seeing that previous to the Croydon fair the receipts averaged 104l. per day.

Mr. NEWMAN SMITH returned thanks for his appointment as director. Mr. SCHER moved, and Mr. ROBERTS, sen., seconded, a vote of thanks to Mr. Capel and other members of the committee of investigation, for their great exertions on behalf of the company.—The resolution was carried unanimously.—Mr. CAPEL returned thanks.

On the motion of Mr. WILLIAMS a vote of thanks to the directors was carried unanimously, and having been briefly acknowledged by the CHAIRMAN, the meeting broke up.

ARBROATH AND FORFAR RAILWAY.

A special general meeting of this company was held in the Town Hall, on Friday, the 27th ult., for the purpose of considering and determining upon a proposition for an application to be made in the next session of Parliament, for power to increase the capital stock of the company, and to borrow an additional sum on the security of the property and rates of the company, and otherwise to amend the Act 6th Wm. 4, c. 34.

W. F. L. CARNEGIE, Esq., in the chair.
An elaborate report by the directors was read by the clerk, together with a detailed report by Mr. Grainger, of the present liabilities of the company, and an estimate of the sums required hereafter to complete the entire line and works.

On the motion of PATRICK CHALMERS, Esq., M.P., seconded by Mr. WHYTE, Forfar, the following resolutions were unanimously agreed to:—

1. That it is expedient and necessary for the company to obtain power to increase the capital stock to the extent of £60,000, with power to borrow such additional sum as may be allowable by the standing orders of Parliament, and that an application be made to Parliament in the next session for this purpose.
2. That the new stock to be thus created shall have a guaranteed dividend of 5 per cent., but, in other respects, to be on the same footing as the old stock.
3. That no new stock shall be created without the sanction of a general meeting of the company.
4. That the committee of management be authorised to carry these resolutions into effect.

From a statement of the revenue for the sixteen weeks preceding the 14th September, it appears that the average per week was 195l. 11s. 4d. Supposing it to amount to 200l. per week,

This would be per annum	£10,400 0 0
Weekly expense, including maintenance of way, &c.	£3643 0 0
Tax and wear per annum	780 0 0
Interest on £50,000, already borrowed	1750 0 0
Interest on £60,000, raised under directors' bill	260 0 0
Fuel duties payable	100 0 0
Guaranteed dividend of 5 per cent. on £50,000, required to complete the works	1250 0 0 — 7,720 0 0
£2,680 0 0	

A dividend of 4 per cent. on 64,000l. of old stock paid up, would amount to 2560l.

GWINEAR MINING COMPANY.

A special general meeting of the proprietors in this company was advertised to be held at the offices, Great St. Helen's, on Tuesday, Oct. 8.

J. C. BLANKENHAGEN, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, The CHAIRMAN said, he was sorry to see so few of the shareholders present; there was not sufficient to form a legal meeting, but the directors were prepared to give every information to those gentlemen who had honoured them with their attendance, as regards the present state of the affairs of the company, which, he was sorry to say, was anything but encouraging. In May last the prospects of the company were flattering—the tin stuff raised to surface was rich and in large quantity; since that period, he regretted to say, it had continually fallen off, and at the present time the prospects were very poor. The only question now to be considered was, whether they should follow the advice of their agent, and drive under the old men's workings? That was the only chance they had of any returns for the capital already laid out, and as it could be done at little expense, it was the opinion of the directors that such further outlay should be made.

Mr. WALTER asked the chairman what sum was required to make the necessary trial, as he thought that, after the large capital which had been sunk in the concern, unless there was something very encouraging, it would be useless to make any further outlay?

The CHAIRMAN said, that a small sum would be sufficient (about 10s. per share) to make the trial required; in the mean time they would be preparing for the total abandonment of the mine, should this driving under the old men's workings not prove of any value. As there were not sufficient shareholders present to form a meeting, what took place could be considered only as conversation between individuals; it was however suggested by the chairman and Mr. D. Campbell (another of the directors), that it would be desirable for the gentlemen present to come to some resolution, and allow the directors either to carry on the works, as far as the agents recommend, or to abandon the mine. In the former case a call of about 10s. per share would be sufficient to carry on the operations for about two months, and in that time it would be in their power to ascertain decidedly the chances of carrying on the works or abandoning the mine altogether.

It was then moved by Mr. WALTER, and seconded by Mr. CARNOVE, and carried unanimously (but subject to the agreement of all the shareholders who had paid the last call):—"That 10s. per share should be subscribed for carrying on the works as recommended by the agents, and that in the mean time the directors take the necessary steps for abandoning the mine, if such proceeding should be found necessary."—Upon this understanding the meeting separated.

RAILROADS COMPLETED OR IN PROGRESS IN FRANCE.

COMPLETED.—From St. Etienne to Andrezieux, 22,000 metres; St. Etienne to Lyons, 58,000 m.; Andrezieux to Roanne, 67,000 m.; Epinal to the canal of Burgundy, 28,000 m.; Nismes to Beaucaire, 24,000 m.; Montbrison to Montrozier, 13,530 m.; Paris to St. Germain, 18,400 m.; St. Vast to Dourain, 9300 m.; Cette to Montpellier, 27,000 m.; Paris to Versailles (by the right bank of the river), 18,545 m.; Mulhausen to Thann, 19,660 m.

NOT COMPLETED.—Creusot to the Canal of the Centre, 10,800 m.; Villiers Cotelets to Port-aux-Perches, 8153 m.—Total, 324,960 metres, or 814 leagues.

IN PROGRESS.—From Paris to Versailles (by the left bank of the river), 18,630 m.; Nismes to Alais, 46,319 m.; Alais to La Grande-Combe, 18,000 m.; Epinal to the Canal of the Centre, 24,031 m.; Bordeaux to La Teste, 51,000 m.; Ascon to Densin, 8949 m.; Strasbourg to Bâle, 140,000 m.; Mont-aux-Moines to the Allier, 35,000 m.; Paris to Orleans, 120,000 m.—Total, 448,920 metres, or 112 leagues.

Thus, in defiance of so many obstacles, thirteen companies have completed the railways which they undertook, and nine others are continuing their labours. The former offer to the public and to the commercial world various lines (open, and ready to be opened), extending on the whole to the distance of eighty-one leagues; and the latter are at work upon nine railways, extending a distance of 112 leagues. Considerably more than 200 millions of capital are employed in these twenty-two undertakings. In order to obviate for the moment the difficulties of their peculiar position, three companies have had recourse to the legislature—the railway company from Paris to Orleans, that from Paris to Versailles (by the left bank of the river), and that from Bordeaux to La Teste. The others await the general law, which will allow the administration to change these regulations which are now too rigorous.—*Journal des Débats.*

DEADLY MINE ACCIDENT.—Last week, an old man, named Benbow, met with his death under very distressing circumstances at Tremean mine, near Gwentnap. He was employed in adjusting the machinery of a wheel, when the crank of the fly-wheel struck him and literally severed his head from his body.

NORTH MIDLAND RAILWAY.

The engineer, in a recent report, after minutely recapitulating the progress of the various works on the line, says:—

"As an additional evidence of the progress of the works, it may be stated that of the total quantity of earthwork, computed at about 9,500,000 cubic yards, there do not now remain to be executed more than 1,400,000 cubic yards, or little more than one seventh of the quantity. That the largest embankment between Derby and the Oakenshaw Contract, to be formed from one end, is 45,000 cubic yards, and the greatest amount of excavation to spoil from one cutting, is 60,000 cubic yards—an amount of work which will be of easy accomplishment.

"Of the tunnels, the aggregate length of which amounts to 3500 lineal yards, there now remain unexecuted less than 200 lineal yards.

"Of the bridges, the number of which amounts to upwards of 200, there are not more than twenty which are not yet commenced, and these are all of them inconsiderable in point of size.

"The permanent way is laid for a distance of about nineteen miles, and will now proceed with expedition. A large proportion of the rails, chairs, and other materials for the permanent way are now on the works, and there appears to be no reason to anticipate any disappointment as to the rate of supply of these materials, the delivery of which, according to the agreements with the several parties, is to be completed before the end of the year. The average number of men employed on the line during the last six months, has been between 8000 and 9000, and the number of stationary engines eighteen.

"After the above statement, it may be unnecessary to say that there appears no reasonable ground for doubting that the works between Derby and the Oakenshaw Contract (near Wakefield), may be completed early in the spring of 1840; and there is still reason for expecting that, by the exertions of the contractors for the Oakenshaw and Altofts districts, this anticipation may be extended to the end of the Rothwell Contract, which would effect an uninterrupted communication from Derby to a point about two and a half miles distant from Leeds.

"It will naturally be supposed that in the progress of an undertaking involving so great an extent, and so great a variety of work, the amount of extras must be considerable; and as it cannot be claimed for the North Midland Railway, that it has been exempt from the usual contingencies of slips in the excavations, unlooked for difficulties in some of the tunnels, increased depth of foundations in bridges and other contingencies, it will perhaps be concluded that a considerable addition must be made to the amount of former estimates, in consideration of these contingencies. Such a conclusion, however, would be erroneous, and an additional six months' observation tends to confirm the accuracy of the estimate of the cost of the works (without relation to land or stations), which was submitted in February last."

WYRE RAILWAY AND HARBOUR.

The promoters of this work have recently conducted their operations with all possible spirit and activity. We understand that henceforward a force will be brought upon the works adequate to the completion of the line in the ensuing summer. The embankment across the sands up to the harbour, at Fleetwood, is in active progress, and a considerable length is already nearly finished, which, notwithstanding the late stormy and rainy weather, has sustained little or no injury. Several new buildings are in the course of erection, at Fleetwood, among which are two or three public edifices. At the mouth of the harbour, nearly 800 men are employed, under the superintendence of Captain Denham, in cutting away a small triangular point of sand, which at present narrows materially the immediate channel, a kind of strait, between the sea and the main body of the water constituting the harbour. In connection with this work, workmen are also employed in cutting off a connecting stream between a lower part of the harbour and the sea—thus forcing the whole body of the water, and a portion of the tidal water, to flow in one current, which, if accomplished, will answer the double purpose of scouring the channel from the mouth of the harbour to the sea, and of acquiring an increased supply of water, constantly available for vessels entering or going out of the harbour. If this point be gained, it will add importantly to the utility and value of the haven. The directors have commenced the erection of a dredging vessel, for the purpose of scouring the harbour when necessary, and of removing the small shoals of sand which intercept here and there the free navigation. A number of excellent punts are already made, and a steam tug is in constant readiness for towing vessels entering the harbour, when a tug is required, and also for assisting in the various improvements carrying forward for extending the capabilities of the bay, as a port for large vessels. Sir Hesketh Fleetwood is giving indefatigable attention to the construction of the different works comprised in the undertaking, and is sparing neither pains, labour, nor expense, in order to the successful accomplishment of the entire project. We had the opportunity of visiting Fleetwood the other day, and were much struck with the beauty and excellence of the plans laid down, for the erection of the intended town. If completed according to the present designs, it will, beyond all doubt, be one of the most uniform, well-built, and elegant towns in the kingdom. So far, however, as the existing plans extend, it will be, by no means, an important town as to size. When we were down, there was a vessel of between seven and eight hundred tons barthen floating in the harbour, at low water. We had not the means of ascertaining whether the harbour is capable of accommodating simultaneously several such vessels.—*Preston Chronicle.*

THE MANCHESTER AND LEEDS RAILWAY.

In whatever respect this line is considered, its importance is very obvious. It not only connects two of the largest towns in the British empire, but a large number of populous intermediate places; and it is no wild exaggeration to assert as probable, that there are, within three miles of each side of the entire line, a million of human beings, chiefly deriving their subsistence by manufactures, to whose prosperity quickness and certainty of transit are essential. This line forms a complete link of communication, from the western to the eastern shores of the island; and by uniting with the great eastern line from London to Edinburgh, and by its junction with the North Midland, and its connection south with Birmingham, Derby, Nottingham, &c., north, by the York and North Midland Line, with York, Durham, Newcastle-upon-Tyne, &c., south-east to Selby and Hull, it creates an easy access to almost every important portion of the kingdom, hitherto excluded from the advantages of steam locomotive intercourse. The following estimate of the amount of traffic, betwixt Manchester and Halifax, was made in 1831:—Number of passengers, 3000 per week; general merchandise carried by land, 7000 tons per week; corn, 900 tons per week; coal, iron, and stone, 6000 tons per week—making a total of 14,000 tons per week. The system of furnishing and delivering passenger tickets on this line is peculiar and ingenious. The tickets for each class, and each station, are unlike, and have each particular marks, by which they are instantly known: as, for example, those tickets for towards Manchester bear, as an emblem, a bale of cotton; and those for towards Leeds, the figure of a fleece and other devices, such as colours allusive to the rival roses of Lancaster and York. The tickets are impressed with a progressive number, by a curious printing machine; and when issued, with the number of the train, month, and day of the month, by another singular but simple instrument; and there are other admirable methods for facilitating the booking and regulation of passengers. These useful contrivances have been invented by Mr. Edmondson, clerk at the Manchester station. Average number of passengers daily, 2500.

THE SUMMIT TUNNEL.—The line passes under the Littleborough and Todmorden turnpike-road, through a lofty arch, over the entrance to which are carved, in stone, the arms of Manchester and Leeds. The aspect of the subterranean works is startlingly impressive. This tunnel will be 3090 yards, or about a mile and two-thirds in length; passing through the ridge of high land occupying about the centre of Calderbrook and Walsden; the level of the tunnel is 845 feet above the level of the sea, and consequently much lower than the level of any of the canals passing through these hills. It will be about eighty feet below the general level of the valley, and in one place 300 feet below the peak of a hill. For the purpose of forming this stupendous subterranean passage, there are twelve main shafts, and two extra ones, sunk at different distances, each about ten feet in diameter, and varying in depth with their position. The work of draining is facilitated materially by the sloping nature of the ground. In the early part of June, 1839, the tunnel had been extended forty yards in each direction, at the bottom of shaft No. 2. At some shafts the labourers work by relays, so that the cutting is constantly proceeding. The tunnel terminates in Todmorden cum Walsden.

The distance from Manchester to Littleborough is about fourteen miles. The average time of passing this distance is from twenty-five to twenty-seven minutes—Manchester to Mills Hill, ten or eleven minutes—Mills Hill to Rochdale, ten or eleven minutes—and Rochdale to Littleborough, five or six minutes.—*Batterworth's Historical Sketch.*

A BLACK BOREALIS.—The Fall River Pilot of the 12th ult. has the following account of a singular phenomenon:—"The night before last the heavens presented a very unusual appearance. It was a clear star-light, when a black column began to ascend in the south-east and north-east, directly opposite to each other. The one in the south was first supposed to be a column of smoke, but it soon began to branch off, and the streamers shot off, and varied their position in the usual way, only they were black, and so dense as to obscure the stars over which they passed. They stretched away from the opposite columns, so that, about ten o'clock in the evening, they met in the east. We never before have seen or heard of a black borealis."—*New York paper.*

RAILWAY INTELLIGENCE.

TAFF VALE RAILWAY.—A party of the directors of this railway made a survey of the whole line between Cardiff and Merthyr on Tuesday and Wednesday, the 24th and 25th ult. Eighteen miles of the road are quite ready for receiving the permanent rails, leaving only six miles to complete the connection of Merthyr with its port. The bridges and viaducts are constructed with great skill and good taste. The great viaduct near Quakers' yard has a most striking appearance—its height is 120 feet, and 600 feet in length. The bridge over the Rhonda, near its confluence with the Taff is 60 feet high, and upwards of 100 feet span. At Melin Griffith there is a highly picturesque bridge of five arches, built of red conglomerate limestone, quarried near the spot. The tunnel at Ynyscoy is quite finished, and the other, which is more extensive, is in a great state of forwardness.

YORK AND NORTH MIDLAND RAILWAY.—On Thursday last, the Lord Mayor of York and friends, made a trip on this line, as far as the junction, in a special train, consisting of three first-class carriages, drawn by the "Lowther" engine. The train in a short time acquired a velocity of about forty miles per hour; it afterwards moderated, but the speed throughout was excellent. The Colton-bridge was reached in eleven minutes, and the junction in twenty-four minutes, where the company witnessed a train of waggons proceeding up the incline of the Leeds and Selby Railway. After examining the works on this part of the line, and explaining to their visitors the construction of the engine, &c., in which the directors, with Mr. Cabrey, their engineer, were ably assisted by Mr. Young, of the London and Birmingham Railway, who expressed himself in terms of high approbation, both as to the gradients and general management of the undertaking, the party set out upon the return trip, and accomplished the distance (fourteen miles and twenty-eight chains) in twenty-one minutes. His Grace the Archbishop, on alighting at the station, complimented the directors, and expressed himself highly gratified with the excursion, as did also the other distinguished visitors.—*Yorkshire Gazette.*

SOUTH-EASTERN RAILWAY.—A great part of the most dangerous portion of the line is already finished; and should the same number of hands as are already employed continue on the works, we may expect to see the tunnel under Shakespeare's Cliff completed in about two years from the present time. There are at present about 100 men employed on this part of the works. The tunnel is three quarters of a mile and three rods in length.

MIDLAND COUNTIES RAILWAY.—The fine weather during the last fortnight has enabled the work-people employed in the various departments of this important undertaking to make considerable progress along different parts of the line. The embankment on the left of the Humberstone-road appears to have been proceeded with more slowly than any other portion of the line, but, according to present appearances, may be expected to unite with the Thurston section early in the ensuing year. The tunnel under the Freeman's common is getting on expeditiously. Half the distance has already been accomplished, and as workmen are engaged night and day in the task, the whole must be concluded by Christmas. The two stations near the London-road are also proceeding with activity, as is the bridge leading over the railway to the union workhouse. The bridge leading from Regent-street to the Occupation-road is nearly finished, and preparations for another, in Gail-lane, have been made within the last few days.—*Leicester Chronicle.*

HULL AND SELBY RAILWAY.—The directors of this company have given notice to the Hull Town Council, that if they continue to drive piles and otherwise impede the works of the company on the foreshore of the river Humber, which foreshore is wanted by them for the completion of the railway, the company will file a bill in Chancery against them. At the meeting of the council on Wednesday, it was unanimously resolved that the town-clerk should be instructed to answer any suit in Chancery commenced by the railway company against them.—*Hull paper.*

GREAT GERMAN RAILWAY.—We hear that the government has decided on the construction of a railway, through Cassel, to Rhenish Prussia; the project was entertained, some years since, by some capitalists of Berlin; surveys were taken, and negotiations entered into with the Duchy of Hesse-Cassel, which offered many facilities for acquiring the property of the duchy, which the proposed line would pass through. This railway possesses many recommendations; it will not only traverse the central part of Germany, but will join the railroad from Cologne to Aix-la-Chapelle, from Leipzig to Berlin, and from Berlin to Stettin (a port of the Baltic sea); the first of these lines is nearly completed; the second is rapidly advancing; and the third will be commenced before the end of next month.

HAARLEM RAILWAY.—The number of persons who make use of the quick communication with Haarlem by the railway continues to increase. Yesterday the number of those who performed the journey was 4080, and it is calculated that since the opening of the railroad to the public the number has amounted to 20,000. The last journey yesterday was performed at half-past seven in the evening, which shows that the journey may be performed in the dark.—*Dutch paper.*

RAILWAY MILEAGE DUTY.—A table appended to the report of the railway committee shows the amount of mileage duty received from railways in England that have not compounded for the duties. From this table it appears, that the London and Birmingham Company have paid, from July, 1837, to January, 1839, the sum of 10,995*l.* 12*s.* 1*d.*, the aggregate number of miles travelled during that period being 24,111,560.—The Grand Junction, from 4th July, 1837, to January, 1839, 17,032*l.* 19*s.* 10*d.*; number of miles, 32,702,384. The Liverpool and Manchester, from January, 1836, to January, 1839, 21,397*l.* 2*s.* 8*d.*; number of miles, 41,082,500. The London and South-Western, from May, 1838, to January, 1839, 1524*l.* 19*s.* 3*d.*; number of miles, 2,927,928; and the Great Western, from 4th June, 1838, to January, 1839, 2229*l.* 10*s.* 1*d.*; number of miles, 4,280,648.

RAILWAYS IN FRANCE.—The railway commission recently appointed by Government have just fixed the order of their inquiries as follows:—1st, the mode of co-operation to be given by the state, in the establishment of railways, either by executing certain lines at the expense of the Treasury, or by giving assistance to companies; 2dly, the mode of formation and constitution of companies, and the conditions to be imposed as guarantees of their solvability and means of execution; 3dly, the modifications which are necessary in the law of expropriation for public utility; and 4thly, the regulation of the conditions to be imposed upon companies to whom leave to form railways may be granted.—*Galignani's Messenger.*

RAILWAYS IN THE UNITED STATES.—More than 3000 miles of railroad are completed in the United States, at an average cost of 20,000 dollars per mile.

LONDON AND BIRMINGHAM RAILWAY.—On Tuesday night last, some scoundrel placed a sleeper across the rails, about two or three miles on the Birmingham side of Wolverton, by which the lives of all the passengers travelling from London by the five o'clock train were endangered. The engine, from its great weight and velocity, passed over the wood without losing the rail, and the next coach to it with breaking the axle-tree. The passengers by this sudden jerk, were thrown from their seats, but escaped without any injury. Four or five of the next carriages also passed over without damage, but the mail, which was the centre carriage, was thrown off, and for near a mile dragged over the chains and other impediments in the road. A gentleman who was in the mail describes the motion as most awful, the carriage pitching forward every moment, throwing the passengers with great violence against the sides and roof. The guard was thrown off into a ditch, and, though stunned by the fall, escaped without any serious injury. From some cause or other the engineer was unable to stop the train for nearly a mile, when it was discovered that the mail coach and the second-class coach next the engine were so much injured that they could not proceed; nor could they, with all the efforts of the engineers and other persons about the train, be removed out of the way. After a lapse of about two hours, and with the aid of another engine from Wolverton, the train proceeded, leaving the two damaged carriages behind.—*Northampton Herald.*

MISCONCEPTION ON RAILWAYS.—It is a singular fact in the early history of locomotive carriages that their proprietors assumed the existence of a difficulty which is now known to be wholly imaginary; and, like the ancient Romans in the conveyance of water, without a knowledge that it would rise to its level, they resorted to sundry laborious contrivances for overcoming an obstacle that had no existence, and which Nature herself had seen asked, would have accomplished for them. They assumed that the adhesion of the smooth wheels of the carriage upon the equally

smooth iron rail must necessarily be so slight that, if it should be attempted to drag any considerable weight, the wheels might indeed be driven round, but that the carriage would fail to advance because of the continued slipping of the wheels. The remedies devised for this fancied counteraction were various. One was conceived so valuable that a patent was taken out for it in 1811 by Mr. Blenkinsop. It consisted, as the writer well remembers, of a rack placed on the outer side of the rail, into which a tooth-wheel worked, and thus secured the progressive motion of the carriage. It was, however, wholly useless—it was an impediment; the simple adhesion of the wheels with the surface of the rails upon which they are moved being by an insensible law amply sufficient to secure the advance, not only of a heavy carriage, but of an enormous load dragged after it.—*Wade's British India.*

RAILWAYS.—It would appear that the first public railway company was instituted at Loughborough, in the year 1789, for the purpose of making a railway a few miles in length; but the first public railway company that prosecuted their works to any extent, was that enterprising body, the Society of Friends, who successfully completed that stupendous undertaking the Stockton and Darlington Railway—then unrivalled—and which first stimulated British genius to contemplate the forming such gigantic works as have, since that time, been triumphantly effected, despite of all interested, and for a length of time, preponderant opposition.—*Day's Practical Treatise on the Construction and Formation of Railways.*

ANTIQUITY OF RAILWAYS AND GAS.—Railways were used in Northumberland in 1633, and Lord Keeper North mentions them in 1671 in his journey to this county. A Mr. Spedding, coal-agent to Lord Lonsdale, at Whitehaven, in 1765, had the gas from his lordship's coal-pits conveyed by pipes into his office for the purpose of lighting it; and proposed to the magistrates of Whitehaven to convey the gas by pipes through the streets to light the town, which they refused.

INLAND RAILWAY.

A public meeting of landholders, manufacturers, and merchants, favourable to an inland line of railway between the Newcastle and Carlisle Railway and Edinburgh, was held in the Town Hall, Kelson, on Friday week; the chief magistrate in the chair.—The business of the meeting commenced by the reading of a circular from Mr. Scott, W.S., the secretary, in which it was alleged that Mr. Hinde, M.P., for Berwick, had rather taken advantage of the inland line, inasmuch as the government engineer could only examine the previously surveyed lines; and therefore the inland line, in its present state, could not be attended to.—The Hon. J. E. ELLIOT considered that there was no intention whatever on the part of Mr. Hinde, to "steal a march" upon the promoters of the inland line; on the contrary, he conceived that Mr. Hinde wished that the several projected lines should also be inspected, and reported upon.—Col. MACDONALD submitted that the government engineer could not inquire into every suggested line, many of which might contain difficulties quite insurmountable, and the engineering expenses would thus be thrown away.—The correctness of this view of the question set the matter at rest; and it was then unanimously resolved that a survey should be commenced forthwith, and that all subscriptions in aid of the same should be paid into the hands of the treasurer of the district.—A deviation in the southern terminus of the inland line from that laid down by Mr. Blackmore, was embodied in the resolutions, leaving the Newcastle and Carlisle Railway east of Gelliesland, by Hermitage Water, the Vale of Priesthaugh-burn, Allan Water, and down the Teviot, through Hawick, to Teviot Bank, where it again joins the line formerly laid down.—The subscription list was much augmented at the close of the meeting by handsome sums from the Hon. J. E. Elliot, M.P., W. Scott, Esq., Teviot Bank, Col. Macdonald, Powderhall, and other gentlemen.—A vote of thanks having been passed to the chairman, the meeting separated, full of hope in the success of the Inland Railway.—*Kelso Chronicle.*

LLANELLY AND LLANDILO RAILWAY.

ANTHRACITE COAL.

We are informed by a correspondent (whose acceptable communication reached us this week), that the Llanelly and Llandilo Railway is fast progressing, under the able management of John Biddulph, Esq., the acting partner. The line is already finished from Llanelly Dock to Pontardulais, through an extensive district of bituminous and free-burning coal, and will, in a short time, be completed through a large tract of country, abounding in anthracite or stone coal, and iron ore, where several collieries are already opening, and where several iron furnaces will be commenced next spring; and as Mr. Crane's plan of making iron with stone coal and hot blast has been attended with complete success, it is expected that the vale of Ammon, through which this railway passes, will shortly become the rival of Merthyr Tydvil in the extent of its iron works. Our correspondent continues:—"There is one circumstance respecting this railway which I must not neglect to mention; that is, it is expected to be completed for about 40,000*l.* less than the original estimate. An association has been formed at Llanelly, and liberally supported, for the purpose of trying experiments with stone coal, and bringing it into general use for almost every purpose for which bituminous coal has been used. It has been tried with success on board a steamer, with a peculiarly constructed fire-place; and there can be now little doubt of its ultimately being adopted on board steam-packets going long voyages, as the saving in stowage must be an important consideration. Mr. Pleyer, manager of extensive works in this neighbourhood for making iron with stone coal, has taken a patent for peculiarly constructed fire-places for burning this coal, and also for a steam-boiler. These I have seen at work, and they answer admirably. At the works above alluded to, stone coal is used in the blacksmiths' shops, and is found to answer every purpose. A cupola is now being put up at these works, which will be tried in a few days with stone coal."—*Midland Counties Herald.*

COAL TRADE OF YORKSHIRE.

Last week, a gentleman from London, who was the founder of the Anti-Coal Monopoly Association, accompanied by a leading coal proprietor of the district, visited the Aire and Calder Navigation Office in this town, to see how far the proprietors would be disposed to encourage the greatly increasing coal trade to London, by reducing a portion of the canal dues on coals. It seems that all the canals connected with the inland coals of Staffordshire, Nottinghamshire, Warwickshire, &c., have already greatly reduced their dues on coals, for the express purpose of trying to get a hold upon the London trade, and join in crushing the universally detested monopoly and combination connected with the Northumberland and Durham coals. Many of the Yorkshire coals are much better for the mass of the population, than either the inland or the northern coals; it would, therefore, be most unwise, as well as most mischievous policy, for our canal proprietors not to do their utmost to add to the trade of this great district of Yorkshire. At present the charge is about a halfpenny per ton per mile. The Grand Junction Canal, and the other inland canals, have lowered their dues to one farthing per ton per mile. We are satisfied that if similar reductions were made with us, ten times the present traffic might be done with London. Surely our canal proprietors must see that ten farthings would be better for them than one halfpenny! There is another important consideration connected with this; the best coals are at the greatest distance from the port of Gt. Ouse, and, consequently, have heavier dues to pay. This induces the coal buyer to mix the dearest procured with the cheapest procured; or even to represent the latter as the former, by which the character of our best coal is injured, and at a period when, above all others, it is expedient that our best coals should have fair play against the northern Wall's End; the cupidity of the London dealers, and the stupidity of the coal proprietors unite in preventing so manifest an advantage; and the latter, by their conduct, kill the goose with their golden eggs. Perhaps, however, we are premature. The Aire and Calder and the Harbours Canal proprietors not having the matter so directly brought before them as they now have, or will have, may see the profit and the propriety of lowering the dues, and not permit the inland coal and canal owners to sweep the prize from before them. They have a strong advocate in the Yorkshire gentleman who has been here (Mr. Northhouse), and who is a most vigorous opponent of the coal monopolists, as his pamphlet, dedicated to the Lord Mayor of London, proves. A system will be laid before them, by which all mixtures and frauds will be prevented, and a vast trade secured; and that without one farthing's risk, or one month's delay. Surely so great and beneficial a plan for the district will not be allowed to be defeated by prejudices of one description or another.—*Wakefield Journal.*

THE COMMON-ROAD STEAM CONVEYANCE.—Mr. Harcock started his "Automaton" steam-carriage on Monday, from the Four Swans, Bishopsgate, for Cambridge. At Wadsworth-hill the progress of the carriage was impeded, though it is asserted that it was not occasioned by any fault in the principle of the machine, which afterwards proceeded to Cambridge. The time actually occupied in travelling was four hours and a half, although they were much longer on the road. During Tuesday the engine remained for inspection at the University Arms, and several trips were made in it. On Wednesday it was again turned out, and on proceeding up the Trumpington-road, just before coming to the bridge, the engineer attempted to turn. Owing, however, to the carriage having acquired too great a velocity, instead of turning in the compass of the road, it ran over the railing into a dry ditch, fortunately no injury was sustained by the passengers.

KING'S COLLEGE—CIVIL ENGINEERING.

On Monday last a new and very important class of "manufacturing art and machinery," was opened to the students of this institution by Mr. Edward Cowper. It belongs to the department of civil engineering and relates applied to the arts and manufactures, and arose from an acknowledgment of the want of a system of education suitable to young men intended for the profession of civil engineers. The subject having for a considerable time occupied the attention of the council, they arranged in the year 1838 a plan, which was then presented to the public, with the view of giving a scientific education to those who professionally or otherwise desired to obtain it. These views of the council having been fully justified by the success which has attended the measure, they decided upon incorporating with it a course of instruction, having a special reference to the arts and manufactures of the country, and with this view appointed Mr. Cowper the lecturer on manufacturing art and machinery. The objects of the lectures and instructions in this section are to familiarise the student with the machinery and contrivances in actual use, thus adding a knowledge of practice to the knowledge of theory taught by the professors. To effect these, machines will not only be described in general terms, but their various details, and the design of each particular construction, will be explained and illustrated by drawings or models. The observation, judgment, and invention of the students will be exercised by experiments made by themselves, and by visits to various manufacturing and other works, to which access has been liberally granted by the proprietors and directors, and where they will be accompanied by the lecturer, who will give explanations on the spot.

STEAM-ENGINES IN FRANCE.

In 1820 the number of stationary steam-engines in France was only 60, of 1024-horse power collectively; from 1820 to 1830 very few new engines were added annually; but in 1833 there was an addition of 136; in 1834, 199; in 1835, 269; in 1836, 324; and in 1837, 234. At the end of 1837, the total number of stationary steam-engines in France was 1969, with a collective power of 26,186 horses; of this number 355 were employed in cotton factories, 118 in forges and foundries, and the rest in sugar refineries and establishments of different kinds; of these engines about three-fourths were high or mean pressure, these being preferred in France on account of the high price of coals, a high-pressure engine consuming about 8*lb.* of coals per horse and per hour, and a low-pressure engine 10*lb.* Seven-eighths of the engines were of French manufacture. The number of engines in French steam-boats at the end of 1837 was 150, in 184 boats. The greatest power on board of any boat was 180-horse power—two engines of 90 each; but the *Neptune* and the *Rollerdam*, of Havre, the one a towing and the other a passage boat, had each an engine of 140 horse power; 79 of these steamers were employed as passage boats, 29 for passengers and merchandise, and 33 as tow boats and transports. The total amount of power in the 184 steamers was 5408 horses. On railways the locomotive engines amounted to 20 in the departments of the Loire and the Rhone, and 27 in the Seine—giving altogether 1310-horse power. At first all the locomotives were of English manufacture, but latterly two-thirds are French. The total steam movement in France, up to 1838, was—

	1869	Horse power.
Stationary engines	1969	26,187
Steamers	150	5,408
Locomotives	47	1,310
	2166	32,745

Since 1837 a great many large engines have been made for government steamers, and the locomotives for railways must have been doubled in number; but in consequence of the distressed state of trade, the number of stationary engines has not increased in so large a proportion as before. The *Commerces*, whilst it admits that until lately the steam-engines made in France were not equal to the English, contend that they are now quite as good; but the best proof to the contrary is, that the repairs of the French low-pressure engines cost twice as much as those of the English. As to the high-pressure, the repairs are so expensive as to be almost equivalent to the saving of coals.

LIST OF NEW PATENTS FOR SEPTEMBER.

John Rapson, Emmett-street, Poplar, millwright and engineer, for improvements in steering ships and vessels.
Frederick Brown, Luton, Bedford, ironmonger, for improvements in stoves or fire-places.
Moses Poole, gentleman, Lincoln's-inn, for improvements in apparatus applicable to steam-boilers, in order to render them more safe, being a communication.
Stephen Rogers, Bristol, merchant, for certain improvements in building the walls of houses and other edifices.
Isaac Doids, Maabro, and William Owen, Rotherham, both in the county of York, civil engineers, for certain improvements applicable to railways, and in the construction and manufacture of wheels, engines, and machinery to be used thereon, part or parts of which are applicable to other engines, and which wheels without a flange, are also applicable for use and turpicks-roads.
Job Taylor, Pendleton, near Manchester, joiner, for certain improvements in machinery or apparatus for cutting or forming ornamental mouldings or devices in wood and other materials.
William Newton, Chancery-lane, for an improved machine or apparatus for weighing various kinds of articles or goods, being a communication.
Thomas Todd, gentleman, Kington-upon-Hull, for improvements in propelling vessels.
Samuel Wilks, Darlington, Stafford, iron-founder, for improvements in boxes and pins, or screws for vices and presses.

JOINT-STOCK BANKS.—The joint-stock banks of issue have been much displeased at the conduct pursued by the Bank of England, in refusing to discount paper bearing their indorsement, or drawn by them on London bankers. We have seen a letter written by "A Large Shareholder in Joint-Stock Banks," copies of which are going round to the managers of these establishments in England and Wales, calling upon them to make a general exertion with the view of inducing the Bank to rescind the resolutions so prejudicial to their interests, or to refuse discount to the indorsement of all banks of issue, private as well as joint-stock; and in the event of these proposals being rejected, to have recourse to certain retaliatory measures.—*Chronicle.*

NEW LOCOMOTIVE ENGINE.—Messrs. Peel, Williams, and Peel, of the Soho Iron Works, Ancoats, have recently turned their attention to the manufacture of locomotive engines for railways; and on Wednesday trial was made of their first engine, on the Liverpool and Manchester line. The general form and disposition of the parts of this engine resemble those of the Liverpool and Manchester and Grand Junction lines; the only difference being in the mode of working the valves. There are no eccentricities, but, in place of them, two spur-wheels staked on to the crank axle, driving two other wheels of equal diameter placed immediately over them, and running in a frame supported by the crank axle, so as to preserve the distance between the centres constantly the same, and unaffected by the motion of the engine on its springs. The wheels last mentioned are attached to a short axle or shaft, carrying at each end a small crank arm, which drives a connecting rod attached to the valve spindle. There is likewise a very important and creditable improvement in the construction of the striking lever for reversing the motion, which we are unable to describe intelligently without the aid of a drawing. The results of the experiments on Wednesday, during a trip from Manchester to Liverpool, with the nine a.m. first-class train, consisting of seven carriages, each weighing five tons, as reported by Mr. Edward Woods, the superintendent engineer, were most satisfactory. On the same day, the engine performed another experimental trip, from Liverpool to Manchester, with twenty-five loaded waggons, weighing in the gross, 133 tons 18 cwt. 2 qrs. Previous to this experiment, the "Soho" had been running a fortnight with passengers on the Liverpool and Manchester line, and during that time, Mr. Woods informs us, "no failure has taken place, and the trains have usually been brought in before their time."—*Manchester Courier.*

IMPROVED SAFETY LAMP.—A valuable improvement on the safety-lamp has been suggested by Mr. Price, of Gateshead. It consists in placing what is called a "bull's eye," in the side of the wire gauze, and surrounding it by a metallic reflector, by which the light is concentrated, and its effect increased sixfold. To guard the lamp from accident, it may be fitted into an iron box, with an open side. For obviating the great and acknowledged defect of the present lamp, viz., the insufficiency of light, and still preserving its important advantages, Mr. Price's invention seems exceedingly well adapted.—*Newcastle Journal.*

COLORSED SALT.—There are hills of colored salt near Dárbágh—white, black, green, yellow, and red. This salt the people fashion into trays, and whatever else they wish, and send them into distant regions. In all other countries salt is produced from the bosom of the earth, or from the concretion of water, but here it appears in the form of entire mountains. The plain, which is twelve miles from Dárbágh, appears glittering with particles of salt, which was more abundant in each handful I gathered from our path, than sand or earth.—*Sunday's French in Paris.*

SHARES IN VALUABLE SLATE QUARRIES IN CARMARVONSHIRE.—ONE TWENTY-FOURTH PART (or less interest) in QUARRIES now in active working, with large make, TO BE DISPOSED OF. All particulars may be obtained, with amount of actual expenditure, reports, and prospects, on application to "A. B.," Mining Journal Office, 17, Gough-square.

Letters, with name and address of principal, will be attended to, and an appointment for interview made.

TO THE MINING INTEREST.—The following RESOLUTIONS having been agreed to by numerous friends and supporters of the "MINING JOURNAL," are submitted to the mining community at large, with the view of extending the objects beyond the limits of a private subscription:—

Resolved,—That the "MINING JOURNAL," being devoted to the advocacy and advancement of the mining interests, and to the dissemination of knowledge connected with the several branches of science appertaining to the working of mines, as also recording the operations and proceedings of public companies generally, is a publication highly deserving the support and encouragement of the public.

Resolved,—That the thanks of the mining community, and all those embarked in legitimate mining pursuits, are eminently due to Mr. ENGLISH, for the spirit and enterprise manifested by him during the past four years in the establishment and carrying on of that publication, as affording protection to the interest of the miner and mine adventurer.

Resolved,—That Mr. ENGLISH, in the exposition of abuses, and more particularly in the late action brought by Mr. W. M. TAYLOR, (in which the plaintiff obtained one-fifth damages), having subjected himself to proceedings at law, which have been attended with heavy expense, however favourable may have been the issue, it is proper that he should be held harmless from any pecuniary loss arising from the conscientious performance of his duties, and from which the mining interest has derived so much benefit.

Resolved,—That, with the view of effecting this object, a subscription be immediately opened; and that communications be entered into with parties interested in mining pursuits generally, requesting their co-operation.

Resolved,—That the names of subscribers be requested to be transmitted to the office of Messrs. AUSTON and WALLIS, 2, New Broad-street, City; and that a meeting be held on an early day, for determining what sum out of the amount so subscribed shall be appropriated to the purpose of presenting to Mr. ENGLISH a lasting testimony of the approbation of the subscribers, of the line of conduct which he has uniformly pursued in conducting the "MINING JOURNAL."

Resolved,—That notices of such meeting be transmitted to every subscriber at least ten days before holding the same; and that, in the interim, lists be published of the subscriptions received.—London, September 4, 1839.

The following subscriptions have been received:—

Lewis Pugh, Dalgely	10 0 0	William Petherick, St. Austell	2 2 0
Henry Aston, London	10 0 0	Thomas Cornish, London	5 5 0
Charles Woodman, ditto	10 0 0	James Reeves, London	5 5 0
N. Kempton, Co. Wicklow	10 0 0	Nicholas Vialan, Corn Avon	5 5 0
George Crane, Ynyscedwyn	10 0 0	Copper works	2 2 0
Iron Works	10 0 0	Messrs. Davids, Carnarvon	5 5 0
Francis Bassell, Cambrone	5 5 0	E. P. Williams, Falmouth	1 1 0
Capt. J. Thomas, Cambrone	2 2 0	W. Richards (agent) Gwynnapp	10 0 0
John Moxon, London	10 0 0	John Rowe, Falmouth	5 5 0
R. Middleton, ditto	5 5 0	William Cornish, Gwynnapp	5 5 0
Capt. T. Mitchell, St. Austell	10 0 0	Henry Mitchell, Truro	5 5 0
Joseph Healey, London	2 2 0	Capt. J. Paul, Dalgely	5 5 0
W. A. Colling, Carnarvon	5 5 0	W. Truscott (engineer) ditto	1 1 0
Capt. Roberts, Co. Wicklow	10 0 0	W. Henry (smith) ditto	1 1 0
Charles W. Wallis, London	10 0 0	T. Kemp (pitman) ditto	1 1 0
W. S. Dew, ditto	10 0 0	T. Faulk (miner) ditto	10 0 0
J. B. Dew, ditto	10 0 0	T. Rosewar (miner)	10 0 0
Thomas Lewis, Machynlleth	2 2 0	D. Woodman, Roche	1 1 0
Robert Rees, Machynlleth	1 1 0	T. Thompson, St. Ives	1 1 0
Hugh Pugh, Dalgely	1 1 0	J. E. Procter and friends	25 0 0
Robert Roberts, Glaswylle	1 1 0	Proprietors of <i>Journalist's Advertiser</i>	2 2 0
Richard Read, London	1 1 0	W. R. Vigers, London	10 0 0
Thomas Evans, Glaston	1 1 0	H. Snell, Callington	1 1 0
John Tomkins, Liverpool	1 1 0	"Mining Company of Ireland"	10 0 0
Joseph Rosser, Bristol	1 1 0	George Walter, London	2 2 0
Messrs. Roper & Richards, proprietors of <i>Despatch Telegraph</i>	5 5 0	Deuman, Carnarvon	1 1 0
Thomas Fugitt, London	10 0 0	Owen Thomas, ditto	1 1 0
J. Mitchell, L.L.D.	1 1 0	Ellis Jones, ditto	1 1 0
R. Mitchell, Roche	1 1 0	Edwards, ditto	1 1 0
T. Mitchell, St. Austell	2 2 0	John Bray, St. Austell	10 0 0
W. Vaughan, St. Ives	1 1 0	Capt. Morgan, Swansea	10 0 0
Capt. N. Paul	1 1 0	Joseph Baskell, Penrith	5 5 0
Capt. T. Barnett, Wexford	1 1 0	J. Drew, St. Austell	1 1 0
C. V. Bridgman, Tavistock	1 1 0	Capt. Sweet, ditto	10 0 0
R. B. Watson, Leeds	5 5 0		

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

(Length of Line, 112 miles.)

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 6th October	£11,028 1 0
For merchandise for the same time	1,473 4 3
Total	£12,501 5 3

GREAT WESTERN RAILWAY.

(Length of Line opened, 514 miles.)

	Carriages.	Cattle.	Passengers.	Amount.
Thursday, October 4	39	16	1802	£340 6 6
Friday "	4	14	1309	206 17 0
Saturday "	41	19	1774	440 16 0
Sunday "	3	10	2245	317 15 0
Monday "	37	23	9266	393 11 0
Tuesday "	44	19	3077	360 19 7
Wednesday "	35	16	1835	330 19 7
Total	234	104	13,671	£2001 16 7
Parcels for the week ending 6th October				35 0 6
Total receipts				£2037 0 1

LONDON AND SOUTH-WESTERN RAILWAY.

(Length of Line opened, 584 miles.)

Passengers, parcels, &c.	£204 0 13
Goods	16 0 6
Ditto (not paid for)	16 0 6
Conveyance of three mails	42 2 4
Total	£282 9 0 11

EASTERN COUNTIES RAILWAY.

Passengers to September 29	102,618
Ditto, from September 30 to October 6	7,913
Total passengers	110,531

LONDON AND GREENWICH.

(Length of Line, 24 miles.)

Friday, October 4	£66 14 0
Saturday "	104 8 0
Sunday "	211 14 7
Monday "	124 10 4
Tuesday "	124 6 8
Wednesday "	133 0 9
Thursday "	112 11 0
Total	£941 19 0

LONDON AND CROYDON.

(Length of Line, 10 miles.)

Friday, October 4	£66 14 0
Saturday "	79 10 4
Sunday "	156 18 4
Monday "	7 10 0
Tuesday "	82 18 0
Wednesday "	73 2 0
Thursday "	63 19 7
Total	£1126 15 0

PUBLIC COMPANIES.

MEETINGS.

Great Western Prospecting Mining Company	Clarendon Rooms, L'pool. Oct. 14, 12.
North British Cotton Company	10, Adam-street, Adelphi. 14, 11.
Independent Gas Light Company	London Tavern. 16, 12.
Chorley and Crewe Railway	Royal Hotel, Chester. 16, 12.
Wherry Mining Company	On the Mine, Cornwall. 21, 12.
Agricultural and Com. Bank of Ireland	47, Fleet-street. 24, 11.
Atlantic Insurance Company	Office, Cornhill. 24, 11.
Foreigners Gas Company	28, Finsbury-circus. 24, 12.
Cheltenham & Gt. Western Railway Co.	Florence Hotel, Cheltenham. 25, 11.
Travellers' Mining Company	George and Vulture. 26, 11.
Central General Gas Light Company	6, Abchurch-lane. 26, 11.
Consolidated Copper Mines of Cuba	18, Abchurch-lane. 29, 12.
Grand Union Canal	70, Surrey-street, Strand. 30, 12.
Agricult. & Commercial Bank of Ireland	Office, Fleet-street, Dublin. 4, 11.

CALLS.

Great North of England Railway	24, Oct. 12.
Telegraph Mining Company	24, Oct. 12.
W. of London & Western Counties	14, Oct. 12.
Gloucester & Bristol Railway	14, Oct. 12.
London and Blackwall Railway	24, Oct. 12.
Reverendary Interest Society	17, 24, Lombard-street.
Wheat & Flour Mill	24, Oct. 12.
Harley Granite Company	24, Oct. 12.
British River Lead Mining Co.	24, Oct. 12.
Long Lake Lead Mine	14, Oct. 12.
South Australian Company	24, Oct. 12.
Canadian Iron and Steel	24, Oct. 12.
Donham County Coal Company	24, Oct. 12.
Five Per Cent. Works	14, Oct. 12.
Maynoir Iron Company	14, Oct. 12.

DIVIDENDS.

London Conveyance Company	3 per cent. Puddington. Oct. 29.
Holbeck Mining Company	1 per share. Office. 21.
Commercial Bank of New Zealand	10 per cent. 21.
Donham County Coal Company	Office of Company.

THE "MINING REVIEW."

It having been determined to offer premiums for ORIGINAL PAPERS on the several subjects treated on in the MINING REVIEW, to appear in that publication, we have to announce that a premium of TEN GUINEAS will be presented to the author of the most approved paper.

ON IRON.

Historically, chemically, and metallurgically considered, as well as in the economical manipulation or smelting of the ore, and its general application, with the comparative results arising from the processes observed in the various districts of England, Scotland, and Wales—stating the quantity and nature of materials used, the respective modes of extraction, the various metallurgical treatments to which they are subjected, and the results attendant thereon. The several forms of furnace, application of hot or cold blast, quality and description of the coal, and nature of the ores, and the quantities used, being defined. To appear on the 1st January next. Those papers which are not approved will be returned to the respective authors; the property of that obtaining the premium being vested in the proprietor of the MINING JOURNAL. All papers should be furnished not later than the 1st December next. Such papers as may require illustrations must be accompanied by drawings.

A further premium of FIVE GUINEAS will be presented for the most approved paper ON THE USE AND APPLICATION OF ANTHRACITE OR STONE COAL, giving the results of experiments made in this country and in the United States.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, OCTOBER 12, 1839.

Since our last Number, we have seen the prospectus of the "Imperial Agency Company," the very peculiar features of which, or rather, we might say, the absence of any, afford, at least, a novel claim to the attention of our readers. It will be observed, that this company is formed with a capital of 300,000*l.*, one-half being required to be paid within three months from the present time, of which 36*l.* per share, or 108,000*l.*, is payable on or before the 10th of November. This, we allow, is the right way of ensuring the success of an undertaking, so far as capital is concerned, by obtaining at once the means of carrying its objects into effect; but we would ask whether there is not something more required—a something that the public are led to expect, and are, in fact, entitled to, beyond the mere announcement that a company is formed, with a certain title—that three gentlemen have been nominated, or are self-elected, as directors, and the dates of payment of calls given? This, however useful, is not sufficient; we should much like to know, what are the objects of the company, and what the security afforded to the shareholders; the title would certainly imply, that by an agency company it was contemplated to do business on commission; and, further, we are told, that the agency business of the Brazilian Government is to be confided to their care; this may be all very well, but it would appear that it is to the committee alone that the information is "confided," on which an opinion can be formed of the prospect of beneficial results arising from the undertaking. The prospectus is not only silent as to the prospective returns—and possibly so from prudential reasons—but no rules or regulations are put forward, no general meetings named; indeed, we never remember to have seen a prospectus which contained so little information. The fact is, that the shareholders of the "Imperial Brazilian Mining Company" (who are mixed up with this, how or why we know not) are invited to confide in the committee, and leave them to do what they please. This, we should say, from the high standing of the gentlemen, consisting of Messrs. JOSHUA WALKER, TIMOTHY ABRAHAM CURTIS, and ISAAC LYON GOLDSMID, might be safely done, if that we could admit the principle. This, however, we are not prepared to do, for we cannot conceive, however high may be the position in society which gentlemen may hold, that they are to assume to themselves that 300,000*l.* is to be placed in their hands, without apprising those who embark their capital the data on which their calculations are made, or the grounds on which they anticipate a successful issue. The total absence of any particulars as to rules or regulations, by which the proprietors are to be governed, is in itself sufficient to induce us to wish for further information ere we recommend the project to the attention of our readers.

There is one circumstance which strikes us as peculiar, but which, however, may be of peculiar advantage to the "Imperial Mining," or the "Imperial Agency" Company, for we do not pretend to say which although no doubt can be entertained that the one or other must undoubtedly derive an advantage from the carrying out of the present measure. It is a singular coincidence that the Brazilian Government should, in the year 1839, have done that which, had they been honest, they would have done ten years since—returned to the "Imperial Brazilian Mining Company" the sum placed by them, at the formation of the company, as a security for duties (20,000*l.*)—and this at the very moment that a company is formed, with three of the most influential directors of that particular company as directors, the object of which is to raise 300,000*l.* as agents for the Brazilian Government. The shareholders of the "Mining Company," to whom an increased dividend will shortly be given, are invited to subscribe their capital—that is, that for a return of their own capital of 20,000*l.*, they are invited to advance ten times that amount, or 200,000*l.*, and the public a further sum of 100,000*l.*—a very convenient mode, we must say, of raising money—the Government paying, however, no doubt, a very handsome commission. That the scheme is calculated to be of advantage to the Brazilian Government, does not admit of a doubt, and we think the shareholders may calculate upon a fair—a large return on their outlay—but for how long a period it is impossible for us to say. The committee should in candour state the terms of their contract, or the bases of the calculations of the returns, in the shape of dividends, and afford evidence of the security of the principal. We should not be surprised at seeing Brazilian Bonds advance, for there is a fair prospect of means being afforded for the payment of the dividends. The advantages of the contract, or offer, on part of the Brazilian Government, may be very great, the "bribe," in this instance, being possibly given, instead of taken, but whatever they may be, those who invest their money have a right to know, for, we repeat, we do not think it sufficient, in the absence of any data, to place entire reliance, and unlimited confidence, in three gentlemen, however highly honourable. We believe one is connected very intimately with the Bank Parliour, and has, doubtless, instilled into his co-directors the system there adopted—that of secrecy. It may suit others; we can only say, it does not please us.

Since writing the above an amended prospectus has been issued, from which we gather that the primary object of this company is to pay "the dividends on the foreign debt of Brazil"—thus confirming the correctness of the conclusions at which we had previously arrived—and the modesty of the Brazilian Government will, doubtless, be duly appreciated. The company, we are told, will be required, in the first instance, to advance a sum of 150,000*l.*, to be repaid "by produce or remittances sent by the Brazilian Government at an early period; and the company is further required to grant an open credit to the Brazilian Government of 100,000*l.*, for the constant assurance of the regular payment of its dividends." This is good news for the bondholders, who, we dare say, will not be found amongst the agency-holders, or it would be merely to advance money with the one hand to receive it with the other in the shape of "dividends."

The projectors of this company contemplate "hereafter to undertake similar agencies for other Foreign Governments;" thus it may be expected that dividends will be paid on all foreign stock, and that the English public will supply the capital. If this be not an insult to common sense, we must confess ourselves incapable of forming an opinion.

We have not time further to descend on the "scheme" at this moment, but we observe that there is appended to the amended prospectus a code of rules or regulations, four in number, the principal one of which is as follows—"A manager shall be appointed by the committee from themselves, to conduct the business, and, after paying the shareholders 5 per cent. on their paid-up capital (Qy. out of the same), one-third of the surplus income shall be set apart as a fund for remunerating the manager and committee." This is too rank to "pass muster," and although we must do the projectors, or the committee, justice for the candour they evince, in this instance, we must, at the same time, express our opinion, that the project is, from beginning to end, a "job;" there is merit due to the concoctors, whether it be the London committee, or the Brazilian Minister, for the ingenious contrivance of extracting money from the pockets of the English public, but we have had so much experience in these matters, that we can hardly expect a scheme so palpable as this to succeed.

The exertions which have been made within the last twelve months to throw open the produce of our more inland coal districts to the London market, have been already attended with a considerable degree of success, and many of the local disadvantages under which these districts labour, have already been, to some extent, removed. The great system of canals, which traverses every portion of the country, may, by judicious arrangements, be made of invaluable benefit in this new extension of our inland coal trade, and we are glad to find that the canal proprietors generally are so sensible of the advantage which will arise to themselves from the spread of this new species of traffic, that they have lowered their dues so as to meet its wants. An article so bulky as coal, and which must, under any circumstances, be sold at a very moderate price, will obviously not admit of the ordinary canal dues, especially when, after a long inland navigation, it has to compete with the produce of a district more favourably situated for transport. The question with the canal proprietors is, therefore, whether, by an adequate reduction of the dues, they are willing to bring a new traffic upon their property, and thus permanently enhance its value, or whether, by a short-sighted and ill-judged refusal, they will injure alike their own interests and those of the community? This question has, in most instances, been answered in the affirmative; and the canal proprietors have readily met the views of the coal-owners, to the mutual advantage of both parties, thus paving the way to that competition with the northern mines which we have long foreseen, and repeatedly, but in vain, pointed out.

The most effectual progress which has been made in throwing open canals for the conveyance of coal, by a liberal reduction of the dues, has been in connection with our midland coal districts, and there is now every facility afforded for the transport of coal from Staffordshire, Warwickshire, and Nottinghamshire, which is in consequence gradually finding its way into the London market, and will hereafter do so, we doubt not, in increasing quantities. Indeed, from the great variety of uses to which coal is applied in London, we are inclined to believe that some of the new qualities, now being introduced from other districts, will be found more advantageous for particular purposes than any before used, and thus, in addition to a general lowering of the price, in consequence of increased competition, many indirect benefits may hereafter be found to arise. With the most prolific supplies of coal of any country in the world at command, it is somewhat singular that London should hitherto have received the produce of but one district only, and been limited to the particular qualities of coal (excellent as they undoubtedly are) which that district supplies, a greater variety can hardly fail to be found advantageous.

At the present time, we observe that efforts are being made—and we trust that they will be effectual—to introduce the Yorkshire coal more largely into the London market. For this purpose, the Aire and Calder Navigation, which opens into the Humber, affords great facilities, the remaining sea voyage being comparatively short; and should satisfactory arrangements for a reduction of the dues be effected with the proprietors, this new source of supply may soon be opened. In this negotiation some little difficulty has, we believe, been experienced; but, in a case where the real interests of both parties are so obviously united, we can hardly doubt that matters will soon be satisfactorily adjusted.

In another part of our Journal will be found the letter of a correspondent, on subject of the "Newtonards Lead Mine," and the remarks which the unwarranted introduction of our name called forth, which, after all, is but a very lame attempt at an apology or explanation. The first we did not require; the second we consider due to the mining public, for the prospectuses were issued, we be-

lieve, generally, parties being named in Liverpool, Manchester, and other places, including (ourselves in) London, where prospectuses might be had, and particulars obtained. We can only say, ours was addressed to a gentleman in London, by post, who, through a friend, asked us for the particulars. We do not wish to ascribe improper motives to the directors in this particular instance, but the system has been so frequently carried out, that, in the absence of any intimation of such a mine, or such a company, being in existence, excepting that conveyed in the prospectus, and which might, for aught we knew, have been equally fallacious in other "particulars," as in that of our name having been used without leave or license, we could only make remarks which might be applied generally.

We are glad to find the shares are all taken up, and, with the demand in the vicinity, we think it a pity the committee should have rendered it necessary for us to make the remarks which appeared in our Journal of the 28th ult. We offered no opinion on the merits of the undertaking, and with reference to the name of the highly respectable and talented gentleman whose name is appended to the report (not having had any communication with him on the subject), we were ignorant whether his name was used with his sanction or otherwise; indeed, in the late libel cause with Mr. W. M. THOMAS, we had occasion to adduce evidence to show that the names of agents, of high standing in the county of Cornwall, were attached to reports, of the contents of which they were ignorant until furnished by us with the printed prospectuses, on which they were required to give evidence. We have a high opinion of the authority quoted, and would, for ourselves, willingly place ourselves in his hands, although we are not out of temper because we had not the "offer of a share." Our opinions are before our readers, who will, we think, agree with us, that the letter of our correspondent affords no grounds for the use of our name, without permission being first obtained or any communication made. It may be the way in which things are managed in the "Isle of Man," but we cannot assent in its propriety, and trust that our correspondent, and others, will in future not connect us with undertakings of which we have no knowledge, however valuable they may be in themselves.

Among those great lines of railway which the surprising energy and enterprise of the last few years have still left to be executed, the connecting link between the metropolis of England and that of Scotland stands most conspicuously prominent. The difficulties of this great and most important work are by no means inconsiderable, and we feel assured that the time which may yet elapse before its execution, will in the end be most advantageous, as allowing the various plans which have been proposed to be more thoroughly matured and more perfectly carried into effect than could have been the case at an earlier period.

The rugged and mountainous nature of the country adjoining the border, and the comparative thinness of its population, render the selection of a line of railway through that district a task of greater difficulty than in most other parts of the kingdom, and in considering the various routes which may be chosen, local feelings and interests are of course deeply concerned. The inhabitants of Durham and Northumberland, for example, can see little either attractive or beneficial in the line which has been proposed along our western coast, while those of Cumberland and Westmoreland would be equally dissatisfied by a communication following the eastern part of the country. Hence it is that the two lines are often looked upon as rivals, and the execution of the one is considered to be incompatible with that of the other.

This is, however, an idea in which we must confess we do not by any means participate—we believe that both lines are required, that both will eventually be executed, and that both may be made highly remunerating. The tracts of country which would be traversed, are indeed so far remote, and the population of each so numerous and so perfectly distinct, that we can hardly consider them as rival or competing lines, in the true and ordinary acceptation of the word. It is very possible, indeed, that in the present state of things, sufficient enterprise and capital may not be found for the simultaneous execution of these two great lines of railway, and in that case the question may arise—which of them it is preferable to execute first? In point of time, therefore, a rivalry may exist—in point of traffic and remuneration, we believe, there can be none.

Taking into account the indirect benefits which might be made to arise, and which we trust will be made to arise, from the communication in question, we are disposed to give the precedence to the western line, or the one passing from Lancaster along the west coast of Cumberland. The great lines of embankment across the shallow estuaries of Morecambe Bay and the River Duddon, over which this railway would pass, would be the means of reclaiming no less than fifty-two thousand acres of good cultivable land, and of thus affording not a mere temporary occupation, but a permanent subsistence to many thousand individuals—a consideration which we hold to be of vast and national importance. In a few years time all our great lines of railway will have been completed, and unless other works of similar magnitude should speedily arise, the want of employment will be severely felt by the vast class of able-bodied labourers now employed upon them. Should the tide of public enterprise be turned, as we trust it will, into the reclaiming of the numerous broad and shallow estuaries which indent our shores, and of which the undertaking in question would furnish a most appropriate commencement, profitable and abundant labour will be found for these individuals, while room will be afforded for the expansion of our agricultural population into these new tracts. A greater national benefit than would be thus conferred it is difficult to conceive, and with it we consider that individual advantage may be successfully interwoven.

On the occasion of reporting the proceedings of the meeting of the "London and Greenwich Railway Company," we thought it right to remark on the resolution of the proprietors who did so much justice to their present directors, but who forgot the past services of those who have undergone the labour and fatigue of

office, who were passed by and sunk into oblivion. Such also was the case with the claim of Mr. GEORGE WALTER—and it is the gross injustice done by the company to this gentleman that induces us to revert to the subject, as one which, although not singular in itself as to the manifestation of meanness and want of honesty, demands from us some remarks, from the peculiar features which attend the case.

It will be remembered that, on the projection of this company, only 600 shares, or thereabouts, were taken up by the public, and Mr. WALTER, whose conduct we cannot justify on the part of the public, disposed of no less a number than 19,400 shares by his representations (honest, we believe, in intent), and that he was thus the means, and solely so, of establishing the company, is, we believe, universally admitted. The proprietors may feel that they have cause to complain of Mr. GEORGE WALTER, who was the managing director—the secretary—the *factotum*—and that representations were made which were ill founded; this, if boldly advanced, might, and would, fairly negative any claim put forward by Mr. WALTER for services rendered, but as we believe that the merits of the question are of a somewhat different nature, we shall endeavour to take an early opportunity of placing the matter in a fair light before our readers, and trust that the "London and Greenwich Railway" proprietors will do that justice which Mr. WALTER, we consider, has a right to claim at their hands.

We have ever been most favourably disposed towards the instruction of all classes of society, and more especially of those who, from their connexion with mining or metallurgical pursuits, have an especial claim upon our sympathy and attention. It is, therefore, with feelings of pleasure, that we have perused an account, kindly forwarded to us by a friend, of a late meeting at Pontypool, to establish a MECHANICS' INSTITUTE. This meeting was most numerous and respectfully attended, and we cordially agree with the resolution moved by Mr. BOWMAN, that "the general establishment of institutions for the instruction of mechanics at a cheap rate, and for the diffusion of useful knowledge, is a measure calculated to improve extensively their habits and condition, to advance the arts and sciences, and to add largely to the power, resources, and prosperity of the country." An institution of the nature alluded to cannot fail to be of much benefit to the rich mineral district adjoining, and the instruction afforded will, of course, have an especial reference to the industry of the country and the occupations of its population. We trust that its career may be a most useful and flourishing one, which, with proper management, can hardly fail to be the case.

We regret to observe, that, owing to the malice of some inhuman scoundrel, a serious accident was nearly occasioned a few days since on the London and Birmingham Railway. A sleeper, it appears, had been placed across the rails, about two or three miles from the Wolverton station, by which the down train, on Tuesday night, was partially thrown off the rails, and some of the carriages damaged, fortunately, without injury to the passengers. A more reckless or atrocious crime than the above it would be hardly possible to conceive, and in such cases there must always be, unfortunately, the greatest difficulty in discovering the perpetrator. What the punishment is which the law would inflict, we know not—certainly, combining the enormity of the offence with the difficulty of detection, it can hardly be too severe. We trust, that the most vigilant and successful efforts will be made to bring the perpetrator to justice, and that an adequate reward for his apprehension will be offered by the company.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 90½; money, and 90½ for account. The Three-and-a-half per Cent. Reduced Annuities 97½; ex div.; the New Three-and-a-half per Cent. Annuities 98½; money. Bank Stock 181 182½; money. Premium on Exchequer Bills 2 dis. par. smallest class 3 6 pm. Spanish Bonds, with the May Coupons, 31½; Passive 8½; and Deferred 14½; Portuguese Old Fives 68½; New Fives 37½; Three per Cent. ditto 25½; Brazilian Bonds 70; Cuba 83½; Colombian 33½; Mexican Six per Cent. 32½; Dutch Stock 53½; Old Fives do. 101½; Great Western Railway Shares 3½ 3 dis.; New ditto 4½ pm. Brighton 12½ dis. Birmingham 52 53 pm.; British North American Bank Shares 1½ dis. Colonial 4½ pm. London Joint-Stock 2 pm. London and Westminster 1½ 2 pm. Union Bank of Australia 4 pm.

THE REVENUE.—The revenue accounts up to Thursday last exhibit a favourable balance, both on the year and on the quarter. On the year ended 10th October, 1839, as compared with the year ended 10th October, 1838, the increase is 1,713,971*l*. On the quarter ended 10th October, 1839, as compared with the corresponding quarter last year, the increase is 293,222*l*. In the Customs there has been an increase both on the year and on the quarter. The increase on the year is 1,091,677*l*, and on the quarter 308,735*l*. In the Excise, the increase on the year has been 324,383*l*, and on the quarter, 19,200*l*. There has been a decrease in Stamps on the year of 127,681*l*, and on the quarter, of 51,752*l*.

LATEST INTELLIGENCE.

REDRUTH, OCT. 10.—Average standard, 106*l*. 2s. 6d.—Average produce, 7½.—Average price, 5*l*. 6s. 6d.—Quantity of ore, 2604.—Quantity of fine copper, 197 tons 11 cwt.—Amount of money, 13,859*l*. 10s.—Average standard of last sale, 110*l*. 9s.—Produce, 6½.

CITY, TWELVE O'CLOCK.—Consols, Money, 90½ 96½; Account, 90½ 1; New 3½ per Cent., 98½ 4; Bank Stock, 181½ 24; East India Stock, 246 248; Exchequer Bills, 2 dis. par.—Railways.—Birmingham and Derby, 13 11 dis.; Blackwall, 1½ 1½ dis.; Brighton, 12½ 12½ dis.; Bristol and Exeter, 22 20 dis.; Croydon, 9½ 4 per share; Eastern Counties, 9½ 9½ dis.; Greenwich, 14 14½ per share; Great Western, 3½ 2½ dis.; Gloucester and Birmingham, 28 26 dis.; London and Birmingham, 51 53 pm.; New, 17 18 pm.; Manchester and Birmingham, 84 74 dis.; Manchester and Leeds, 8 10 pm.; North Midland, 4 3 dis.; South-Western, 40 41 per share; York and North Midland, 7 9 pm.—Joint-Stock Banks.—London and Westminster Bank, 1½ 2½ pm.; British North American Bank, 3 2 dis.; London Joint-Stock Bank, 2½ pm.

PRICES OF SHARES IN BIRMINGHAM.—London and Birmingham Railway, 142½; ditto, quarter shares, 21*l*. 10s.; ditto, 32*l*. shares, 31*l*. 10s.; Manchester and Birmingham Extension, 6*l*.; Manchester and Birmingham, 9*l*. 10s.; Great Western, half shares, 4*l*. 15s.; Birmingham and Derby, 66*l*.; Birmingham and Gloucester, 31*l*. 10s.; Midland Counties (80*l*. paid), 69*l*.; North Midland (85*l*. paid), 80*l*.; Manchester and Leeds (60*l*. paid), 68*l*. 10s.; London and Greenwich 14*l*.; London and Brighton 17*l*. 10s.—Ashby-de-la-Zouch Canal, 72*l*.—Midland Counties Herald.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 7th inst., was as follows.—Gold bars to Hamburg, 2852 oz.; ditto to St. Petersburg, 1375 oz.; Gold coin to Hamburg, 4050 oz.; silver coin to Canton, 42,530 oz.; ditto to Gibraltar, 8000 oz.; ditto to St. Petersburg, 22,000 oz.; ditto to Hamburg, 53,500 oz.; ditto to British West Indies, 1925 oz.; ditto to Syria and Smyrna, 11,295 oz.

FOREIGN EXTRACTS.

PARIS INDUSTRIAL EXHIBITION.—ZINC.

The variety of objects exhibited this year is such as to render it impossible to pay to each of them more than a divided attention; however, there is one produce confounded amongst so many others, that appears to deserve a particular notice. We wish to speak of zinc—a metal, if we may say so, very young in commerce, and whose use, notwithstanding, is as extensive and important in application to great works as to works of the most common occurrence.

La Société de la Vieille-Montagne has submitted to public attention sheets of zinc, uncommonly well rolled, and several specimens of roofings, the conception of which deserves as much praise as the intelligence shown in the execution.

The roof of the vast edifice devoted to the exhibition, is entirely made of zinc, from the works of La Vieille-Montagne; those of Bray are a remarkably successful application of some of the models exhibited.

The employment of zinc in alloys has been known and practised for a long time; but it is only since the last years of the empire that attempts have been made of using this metal for the roofing of houses and terraces, for sheathing of vessels, water-pipes, gutters, &c. In 1806, the Emperor, from a desire of encouraging the reduction of the ores of zinc into a metallic state, gave orders that the mines of La Vieille-Montagne, worked until then by government, should be farmed out. In order to insure to the adventurers considerable advantages, even by means of exclusion, he ordered a careful survey of the calaminary formations existing in the neighbourhood of La Vieille-Montagne, and uniting the whole into one sett, assigned to the concession to be made an extent of about 8500 hectares (3400 acres). This converted the concession of La Vieille-Montagne into one of the richest existing for ores. The idea of Napoleon had happy results. The mines of La Vieille-Montagne soon acquired a great importance, which still more increased in the hands of M. Mosselman, who, in 1837, with an intention of giving the works a still greater extent, transferred these mines to the Société anonyme (joint-stock company) that is now in possession of them.

From its first appearance in the market, zinc was everywhere received with a marked favour. Other mines were soon afterwards worked, especially in Silesia, and at this moment great masses of this metal are consumed in France, England, Russia, the Indies, and the United States.—But to speak only of France, it may be seen from the following figures, extracted from the returns of the Custom-house, with what rapidity the consumption of zinc has increased there. Until 1831 the average quantity of raw zinc imported annually was not more than . . . 2,000 tons.

In 1833 the importation amounted to	6,000 "
In 1836 it was	10,000 "
In 1838 it was	11,800 "

The success of this metal, consequently, continues increasing. This we may explain by the qualities peculiar to it, and principally by its extreme cheapness in comparison with all other metals. It is light, and, notwithstanding, tenacious; it is very malleable, and easy to be worked. It has one peculiar property—exposed to the air it gets covered with a species of insoluble and very hard varnish, which preserves the body of the metal from all ulterior oxidation. This has been attested by the most distinguished chemists, such as Messrs. Darcet, P. Berthier, Dumas, (members of the Institute), Berzelius, and other scientific men, who have described this singular property of zinc, already observed on ancient bronzes.

In the ports of Dunkirk, Havre, St. Malo, Nantes, Bordeaux, and Marseilles, it has been found a great economy to employ zinc for the sheathing of vessels. The first trials of this kind of sheathing were made in Holland.

Zinc is also made use of with great success for a great number of domestic utensils, such as bathing-pans, basins, mangers, pumps, waiters, plates, for cornices, pipes, water conduits, gutters, &c., which are carefully kept isolated from plaster, wet chalk, or acids, which destroy all metals. In commerce they make of zinc the lithographic zinc plates and door-plates; in London many shops have remarkable ornaments of this description.

Some manufacturers at Lyons have made experiments, with a view of substituting for copper, which they employed until now for their engravings and patterns, zinc, which is infinitely less expensive. They are quite certain now to execute upon zinc, with the same success, all that they formerly did upon copper and steel. Before long manufacturers in silk, wool, and cotton printing, will perhaps only employ zinc, which costs four or five times less than copper. Several of them now have in their storehouses a dead capital of several hundred thousand pounds in copper-plates. It is easy to judge, then, what immense economy might be obtained by substituting zinc for copper. We think it our duty to give publicity to the advantages easily to be realised, and which, by enabling the manufacturer to fabricate at less cost must also turn to the advantage of the consumer. Engravers on plates of zinc produce as agreeable tones and as delicate shades as they could have obtained from steel—the plate of zinc would cost but one shilling, while a similar one of steel would cost from ten to twelve.

At Berlin they execute in cast zinc all the objects of luxury, for which we employ smooth bronze, gilt bronze, and even cast iron—such as statues, chandeliers, vases of large dimensions, and both internal and external architectural ornaments. At the recent restoration of the vast edifices of the university of Paris, an external cornice of stone was replaced by one of zinc, adorned with roses and dentils admirably executed. By the employment of zinc in this instance, three important ends have been attained—elegance, solidity, and cheapness. But it is principally for roofing that the use of zinc in France becomes every day more general: zinc is a substance both light and solid, which in roofings only requires the slight inclination necessary for the flowing of the water—zinc consequently allows the construction of light and cheap timber-work instead of those high, heavy, and expensive works which all other materials used for roofing, such as slate, and principally tiles, are known to require.

The roofing in zinc presents also another advantage of great interest; it hardly requires any expense at all for repair. In fact, in consequence of the peculiarity this metal has, by covering itself with a preserving varnish, its duration is nearly unlimited. The great theatre at Brussels, roofed with zinc twenty years ago, never stood in need of repair until the present day. There exist at Paris, roofings in zinc, of nearly twenty-five years' standing, which exhibit a state of preservation as perfect as if they had been only constructed yesterday. For provinces where rain-water is received in cisterns, and used for domestic purposes, it is important to observe, that water, after having passed over roofs of zinc, is as salubrious as that coming from roofs of slate or bricks.

The eminent advantages of this kind of roofing, have been set forth in detail in a pamphlet, entitled "Mémoire sur les Couvertures des casernes et édifices," published by a man of profound erudition, M. Belmas, colonel of engineers. In this work, which we recommend to the attention of all architects and builders, Colonel Belmas, after having examined all the different kinds of roofings known, does not hesitate to give the preference, over all others, to the roofing in zinc. In France, as well as in other countries, Government, and private persons, have made very successful trials of this system of roofing; in Paris especially, it has been applied to the government office of the Quai d'Orsay; the gallery of Mineralogy and Geology, in the Jardin des Plantes; the Archives of the Court des Comptes; the great charcoal market, near the slaughterhouse of the Boule; the market of the Madeline; the buildings of the railroad from Paris to St. Germain; the great bazaar of the Boulevard Bonne-Nouvelle; and many other edifices besides, both in Paris and the provinces.

All seems to announce a great commercial importance to zinc. The Société anonyme of La Vieille-Montagne, in our opinion, will much accelerate this result. They possess the finest mines known, considerable capital, and an experience of long standing, all things much calculated to insure the prosperity of the company, and to make prosper the trade in zinc, which they have conceived, and so largely executed.

As to us, enlightened by the most authentic information, we believe to have done a thing very useful to the public, by drawing attention to a metal which allows of such multiplied applications, and offers so many advantages to commerce, and of which the locality of the exhibition itself, in its roofing, justifies one of its greatest practical utilities.—*Journal des Débats*.

THE URAL MINES.—The mines in the Ural mountains yielded, in the first six months of the present year, 1608 pounds (36ib. English to a pound), and 49 pounds 18ib. of platina.

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

IMPERIAL AGENCY COMPANY.

Capital £300,000, in 3000 shares of £100 each. Deposit, £10.

We have before us the prospectus of this company, which may be said to be embodied in the particulars afforded by its title, there being not one word to guide us as to any conclusion of its objects, or the contemplated results. The prospectus is composed of four paragraphs; the first states the proposed formation of the company, under the immediate sanction of the Brazilian Minister, from which we gather that its business will be that of Government agency, and that to it will be confided that of the Imperial Brazilian Government. It is proposed that the capital shall be 300,000l., to be managed by a committee, consisting of Messrs. Joshua Walker, T. A. Curtis, and J. L. Goldsmith, who will have power to add thereto their number. The second paragraph states the periods of payment, 10l. per share being on subscription, 12l. on 25th October, 14l. on 10th November, and 14l. on 15th January next. The third announces that 2000 shares will be offered to the proprietors of shares in the Imperial Brazilian Mining Company—the remaining 1000 to be subscribed for by the public. The fourth, and concluding paragraph, simply states, that applications for shares may be made.

Our readers are now in possession of the contents of the prospectus, and all the information we can afford on the subject.

ORIGINAL CORRESPONDENCE.

NEWTONARDS LEAD MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As one of the directors of the Newtonards Lead Mines, I feel called upon, after perusing a paragraph (conspicuously placed) in the *Mining Journal*, of the 28th of September, of which you are the Editor, and a letter from yourself to yourself, in another part of that paper, first to put myself right, by confessing the omission I have inadvertently been guilty of in not having immediately sent you a prospectus of those mines, for which I beg to offer you every apology to which such an oversight may in any manner entitle you; and, next, to acquaint you that you were referred to with the approbation of our mutual and particular friend, Mr. Jones—the sanction of whose respectable name, appended to his report on the mines, as inserted in the prospectus, which you say you have seen, I should have supposed would have rendered it unnecessary for you to state that "you have thought it right to put your readers on their guard, so that they may not be misled by supposing that parties are connected with the undertaking who before never heard of its being in existence."

Such a remark, permit me to observe, would scarcely be justifiable except as applicable to a transaction which carried with it every mark of a fraudulent intention, and more particularly, when combined with your Editorial threat, that you would not hesitate, "on every occasion, to expose a system so much calculated to deceive." But, Sir, it appears by your paragraph, that if I had sent you a prospectus, and given you an opportunity to purchase shares, all would have been right; for this omission I have already expressed my regret, and feel that I am now entitled to call upon you for such acknowledgment, in your paper, as may remove the impression of any intentional imputation on your part that the Newtonards directors or company had been actuated by any dishonourable plan to impose on the public—a charge which you have most unwarrantably advanced against the directors, of whom you had not any knowledge, when you were in possession of the testimonials of a gentleman whom you did know, sufficient to have removed such an impression from any impartial mind, and to have proved beyond doubt that the terms offered to the public were based on the most fair and equitable foundation, as has been evinced by the fact that every share offered for sale has been purchased within the short space of ten days—and double the number could have been sold had they been in the market; the purchasers, in almost every instance, having been those who, from local circumstances, had the best means of obtaining accurate information regarding the company.

I am, Sir, your most obedient servant,

Douglas, Isle of Man, Oct. 3. C. TUPPER.

[Some observations on the letter of our correspondent will be found in another column. Mr. Tupper, we take it, is not a man of business, and his letter can only be considered an attempt whether as an explanation or apology.—Ed. M. J.]

UNITED MEXICAN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—From the report you inserted in your last Number, on the state of the United Mexican Mining Association, I copy the following sentences:—"The weekly produce of ore, in the rough state, has averaged 655 cargas, which, when picked, have yielded ninety-one cargas of azogue, of about ten marcos per monton in the patio, and two marcos plata de ley in the arrastres; thirty-six cargas tierras de mortero, and 130 cargas tierras de labor, together of about four marcos per monton in the patio, and one marc plata de ley in the arrastres."

I beg to ask for what good purpose has such unintelligible jargon been resorted to, if the wish is sincere on the part of those who publish it, to enlighten the shareholders as to their prospects, and show them the true value of their property? If those who issue it understand it themselves (as we may hope they do), I trust in future they may be induced to accompany such documents with a free translation, for the benefit of their more illiterate neighbours, and not, as on this occasion, mock many an anxious shareholder, like myself, with a semblance of information on a subject of great interest to him.

Sir, the day of mystification on these subjects is near an end now, and I embrace this opportunity of thanking your Journal for the assistance it has given in hastening this consummation. Do not, I trust of you, mar your work by excelling again the publication in your columns of what is less intelligible than Hebrew to nine-tenths of your readers.

I am, Sir, your obedient servant,

October 7. A SUBSCRIBER AND SHAREHOLDER.

[We readily insert our correspondent's letter, but cannot concur with him in the conclusions at which he has arrived, viz., that the object is mystification. True it is, that we have seldom seen so many Spanish terms strung together in one paragraph for some time; but if the correspondence of English mines is referred to, we shall find many technical phrases made use of which are equally unintelligible to the uninitiated. We may observe, however, that the terms here used are so familiar to us, and to mining shareholders generally, that we cannot allow the force of the objection which our correspondent puts forth. For his information, and a reference to a Glossary, which appeared in the *Mining Journal*, and published in a separate form, would have furnished him with the required information. We now venture to translate these hard words—at the same time we think the officers of the company would do well to use terms which are generally understood:—

Cargas—A mule load, 25 lbs.; this varies in other districts, being generally 200 lbs. Azogue—Quicksilver; silver ore adapted for amalgamation. Marcos—Eight ounces of silver, or pound Spanish, equal to 32.25 grains English. Monton—One for amalgamation, equal to 22 quintals, or 4,000 lbs. Plata—A mark, in which the process of amalgamation is effected. Tierra de labor—Silver of requisite ley, or standard silver. Tierras de mortero—Poor stamped ore, unsuitable for fine and a half marcos per monton. Tierras de labor—Stamped ore, containing six marcos per monton. Arrastres—Mill for grinding ore. —Ed. M. J.]

CANAL MEETING.—The half-yearly meetings of shareholders in the Warwick and Birmingham and Warwick and Napton Canal Companies, took place at the Woolpack Inn, Warwick, on Tuesday and Wednesday week, when the usual declaration of dividend was made.—A half-yearly dividend of 20s. per share was declared at a meeting of the Coventry Canal proprietors on Tuesday night.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMURST MINING COMPANY.

Oct. 7.—Hitchens' shaft is sunk to a depth of sixteen fathoms three feet, the ground being of a similar character with that described in former reports, and tolerably favourable for sinking—the water is apparently increasing. In the 100 fathom level, west of the engine shaft, the branches appear to be concentrating, and forming a regular lode, which, for a foot in width, is made up of spar, mudiic, and copper ore, showing the lode is improved. In the eighty fathom level, west of the engine shaft, there is little alteration; this end has been somewhat turned in a more southerly direction, in expectation it will fall in with a larger and more productive part of the lode. At this same level, driving east of Snel's winze, the lode is still favourable, about two feet wide, and worth from five to six tons of excellent ore per fathom. In driving the seventy fathom level, west of the engine shaft, the lode has been turning out well, and is at present twenty inches wide, and worth about four tons of ore per fathom. The lode in the stopes, at the back of this level, is a good course of ore, twenty inches wide, and worth about five tons of ore per fathom. The sixty-two fathom level has just been driven through the north and south course, recently described as having been met with, but the level is not yet sufficiently far beyond it (west) to admit our reporting of the nature and quality of the copper lode. In this level, east of the engine shaft, the lode is from two to two and a half feet wide, composed of mudiic, capel, and spar chiefly, and in places copper ore. The lode in the stopes, at the back of this level, still continues an excellent course of ore, from two and a half to three feet wide, and worth about ten tons per fathom. The tribute pitches are turning out good parcels in support of our samplings, and the prospects of the mine generally are such as should fully satisfy the wishes of the adventurers.

J. H. HITCHENS.

TRELEIGH CONSOLS MINING COMPANY.

Oct. 5.—At the fifty fathom level, at Christie's, the lode in each end is eighteen inches wide, six of which is good for ore, and of good quality. The rise in the back of the forty-two fathom level east is much improved, worth 15l. per fathom. In the forty west, the lode is in unsettled ground, but being large, leads us to think it will keep its regular course and size; it is now producing good ore. In the thirty fathom level west, the lode is one foot wide, interspersed with mudiic and ore. The pitches continue to look well; two of them are improved in the last week. At Shanger's south lode is twenty inches wide, producing ore enough to pay for driving.

R. H. SINCOCK.

TRETOIL MINING COMPANY.

Oct. 7.—Russell's shaft is about five and a half fathoms under the twenty fathom level. The lode in the twenty fathom level east is one foot wide, and will yield one ton per fathom. The rise in the back of this level will yield one and a half ton per fathom. In the twenty fathom level west the lode is one foot wide, ore, but not rich. The lode in the rise, in the back of this level, is much the same for size and richness as the level. In the ten fathom level east and west the lode is one foot wide, but at present rather poor. The pitches are looking pretty well. We shall sample this day week from ninety to 100 tons of ore.

ST. HILARY MINING COMPANY.

Oct. 5.—In the eighty fathom level west the lode is fifteen inches wide, ore throughout, and the ground is still very good. We shall suspend the end for the present, to rise against the winze in the bottom of the seventy, as the tributers can do but little, the water is so quick; if by rising two fathoms we can let down the water we shall resume the end, and take the men from the western shaft to sink the winze. In the eighty fathom level east the lode is two feet wide, very kindly, composed of spar and good stones of ore. In the seventy fathom level east the lode is two feet wide, with one foot (on south side) good ore; the ground is a little improved, but still hard. In the western shaft the lode is at present disordered, but the ground is good. I hope my next report will be more favourable, as we expect to meet with the same sheet of ore as we have had of late in the seventy fathom level east, on the eighty fathom level east soon.

C. H. RICHARDS.

GWINEAR MINING COMPANY.

Oct. 5.—I am sorry I am obliged to report as usual of Parbols. I have been there to day, there is no alteration for the better—the end producing no tin to mention. The men in the two 10s. pitches are getting wages, and the others are working well. I shall sell the tin the 30th of October.

C. H. RICHARDS.

TINCROFT MINING COMPANY.

Tincroft, Oct. 2.—I beg to hand you my report of the appearances of this mine. The lode in the engine shaft is still large, and good for tin, much the same as for some time past, but we shall do but little in the bottom of the shaft for the next fortnight, as we are about to fix a new lift from the 125 to the 142, the present lift (a five inch) being too small. We have not cut through the cross-course in the 142 west, therefore can say nothing as yet of the nature of the lode beyond the cross-course. The 132 and 120 ends west are producing saving work for tin and copper, but at present not rich. The lode in the 120 east is about three feet wide, two feet of which is good work for tin, with some copper ore, very promising indeed. The stopes, in the back of the 110 fathom level, are still yielding very good quality tin stuff. We have not as yet cleaned the 110 end of tin stuff, but hope to do so, and resume driving it next week. The 100 end is producing fair quality tin stuff, and very promising. The lode in the ninety end has improved during the past week for copper, being now worth from 20l. to 30l. per fathom. The eighty-one end immediately over is improving for copper, worth at present from 15l. to 20l. per fathom, and very promising indeed. The seventy-two and fifty-eight ends are yielding some tin stuff, and promising. Our pitches both for tin and copper, are on the whole looking better than usual; and our copper ore tributers working with better spirit, as the standard is again getting up. We are getting on very satisfactorily in sinking new engine shaft, but still slow with the engine-house, the weather being much against it.

W. PAUL.

REDMOOR CONSOLIDATED MINING COMPANY.

Oct. 6.—Johnson's Flat-roof engine-shaft is sunk eight fathoms five feet below the seventy fathom level, and should the ground continue favourable, we may expect, by the close of the present month, to be sufficiently deep for an eighty fathom level. In the north end, at the seventy fathom level, we have just now discovered the lead lode north of the east and west course; the lode here is about eight inches in width, and good work for silver-lead ores. The lode in the north end, at the sixty fathom level, is from six to eight inches in width, saving work for silver lead ores, but not rich. At the north mine, in driving east and west, on the course of the copper lode, at the twenty fathom level, the prospects continue without material alteration; the lode is from eighteen to twenty inches in width, chiefly composed of mudiic, capel, and spar, interspersed with rich copper ores. In the cross-cut driving west from the engine-shaft, at this level, we see no indications of the lode being near at hand, consequently we expect there is yet some fathoms to drive before we shall intersect the copper lode in this part.

S. HARPUR.

TAMAR SILVER-LEAD MINING COMPANY.

Oct. 7.—In going south, at the 145 fathom level, we have a large lode, but not very productive. In driving north, at the 125 fathom level, the lode is from a foot to a foot and a half wide, and producing silver-lead ores. At the 105 fathom level going south, the lode continues very large, and saving work. In the ninety-five fathom level going south we are sinking the lode; we shall be able to report on it next week. In driving south, at the eighty-five fathom level, the lode is about a foot big, producing good and saving work. In going south, at the seventy-five fathom level, the lode is nearly two feet wide, and producing silver lead ores. Our parcel of silver lead ores, computed forty-six tons, was sold on Wednesday last to Messrs. R. and W. Mitchell, at 13l. 15s. per 21 cwt. dry ore.

M. JAMES.

FERRAN CONSOLIDATED MINING COMPANY.

Oct. 7.—The ground in Windus's engine-shaft is just as usual, and we are below the twenty-five fathom level from five to six fathoms. At the twenty-five fathom level we have still a large and promising lode, four feet wide, and producing some good work, with every prospect of yet improving. At the fifteen fathom level the lode is from two to three feet wide, the whole of which is pretty good saving work for lead. This end is much improved also within the last fortnight. We have sunk a little further on the course of ore gone down in the bottom of the fifteen fathom level, which we find to continue exceedingly rich; the water, however, is not yet drained, the level below not being far enough east, so that we must discontinue the winze for a short time, and I am happy to say that, on the whole, our prospects are of late improved. Next Monday, the 14th inst., we shall sample about thirty-six tons of lead ore.

R. ROWE.

POLBRENN MINING COMPANY.

Oct. 5.—We continue to drive east, at the thirty-two fathom level, on a small branch or lode, and expect about six feet more to drive before we cut the cross-course. We then intend to drive south on its course, to cut Hlaw and Hutt's lode, there being only a short distance to intersect that object. At the twenty-two fathom level, going east of the eastern cross-course, we have still a good course of tin; and in the back of this level also, which we are stopping on this week, we have a good lode. The eastern winze-shaft commenced sinking below the adit last setting day, for the purpose of managing that part of this mine. The men there are getting on rapidly, the ground being favourable for sinking. Our tribute department remains much the same (on the whole) as last reported. The tributers are all working diligently, but have not yet broke much lode for the month; most of them are despatching or recovering the lode.

R. ROWE.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 7.—At Buckingham's perpendicular shaft the men are doing the necessary work preparatory to sinking under the forty-two fathom level. The forty-two west, on the south lode, eighteen inches wide, composed of spar, prisms, and mudiic. We have resumed driving the forty-two cross-cut south in favourable ground. The forty-two fathom level, on the south branch, is fifteen inches wide, composed of spar, prisms, and black ore. This lode is more productive than at any former period. The men in the thirty fathom level, on the south lode, have not taken it down this week. Sinking the south adit shaft below the thirty, ground more favourable. The twelve fathom level west, on Tolcarne lode, is three feet wide, spar, prisms, and ore throughout.

S. LEAN.

UNITED HILLS MINING COMPANY.

Oct. 5.—In the adit end, east of eastern shaft, the lode is six feet wide, producing some ore, with a kindly appearance. In the ten fathom level, east of ditto, the lode is eighteen inches wide, coarse in quality. In the winze, bottom of twenty-seven fathom level east, the lode is three feet wide, eighteen inches good ore. In the thirty-six fathom level, east of Turton's, the lode is three feet wide, two feet good ore. In the thirty-six fathom level, west of ditto, the lode is four feet wide, producing ores of a fair quality. In the forty fathom level, east of Webber's winze, the lode is four feet wide, producing ore of a fair quality. In the forty fathom level, west of ditto, the lode is four feet wide, producing ore of a fair quality. In the forty fathom level, east of eastern shaft, the lode is three feet wide, one foot on the north part good ore. In the forty fathom level, east of Nettle's winze, the lode is six feet wide, ore throughout, but rather coarse in quality. In the fifty fathom level, east of Williams's shaft, the lode is four feet wide, producing good ore.

C. PENROSE.

WHEAL ELIZABETH MINING COMPANY.

Oct. 2.—In reporting this week, I am happy to say the ground in the engine-shaft is much better than when I last reported, and the men are sinking the shaft very fast. In our thirty-three fathom level south the lode is large, and improving both for lead and copper; producing good stones of ore, and the ground very good. In the forty-three fathom level the ground is very favourable, but the lode not rich at present. Our tribute pitch in the back of the thirty-three fathom level is looking well, the men are working in good spirits, and getting wages. I have also set two pitches more, one in the back of the forty-three fathom level, and the other in the twenty fathom level, and I hope to set more shortly.

Oct. 9.—I feel pleased to communicate to you the promising prospects of our mine. In the engine-shaft the ground continues favourable, and the sumpmen are making rapid progress in sinking. The thirty-three fathom end continues much the same as last reported—very kindly. The tributers in the back of this level are getting good wages. In the forty-three fathom level end the lode is improved; the tributers in the back of this level are working with good spirit; the pitches are not rich at present, but we have a very kindly lode, producing good stones of ore. In viewing the mine, I do not hesitate to say, we are looking more promising than I last reported.

J. STEPHENS.

ENGLISH MINING COMPANY.

Great St. George, Oct. 8.—Sampled to-day, at Great St. George, 400 tons of copper ore.

H. HUMPHRIES.

CORNUBIAN MINE.

Chicerton, Oct. 8.—Our engine-shaft is down for the bearer and eastern, which they will put in immediately. There has been some good branches of lead in the shaft since I wrote you last, which looks very promising for the fifty fathom level. Our forty fathom level west, on Chiverton lode, is not quite as well as at the last report, but there is a very good lode gone off to the south, and we expect that it will fall in with the lode again. There is a good lode in the rise at the forty fathom level. The thirty-two fathom level east, on Chiverton lode, is poor. We have now dressed thirty-one tons; undressed, fifteen tons; broken underground, ten tons.—Total, fifty-six tons.

J. BURLACE.

P.S. There may be more lead underground, as it could not be seen all through to-day.

MUNSTER UNION MINES.

The lode has been cut through in Williams's shaft, at the twenty fathom level; its appearance is decidedly favourable, though it has not increased much in richness; the matrix of the lode has changed from an elvan into a light straw-coloured brittle spar, in which numerous small veins are imbedded; this change in the nature of the lode, with an increasing show of copper, has caused us to suspend driving the twenty fathom level east, and set the miners employed there vigorously at work to deepen Williams's shaft, which six men have commenced, at 5l. per fathom, to be completed to the thirty fathom level. In Gould's winze, the twenty fathom level is driving west towards Williams's shaft, at 2l. 15s. per fathom; the lode is not sufficiently exposed—however, from what is visible, the ground appears to be changing, and will no doubt, in sinking deeper, be of the same quality as Williams's shaft. The pitch in the bottom of the ten fathom level, west of Williams's shaft, is not set; the vein being much diminished in size, has induced us to wait, in order to see the result of a winze to the east, which is already sunk five fathoms, and is still sinking, at 3l. 10s. per fathom. The ten fathom level west has cut through the lode, and is now proceeding in fair ground on the southern part of it, at 3l. 10s. per fathom; there is nothing of consequence as yet in this end, but still it is necessary to continue it towards Kitto's cutting, for between these places, in the adit level, there are very favourable indications, which lead us to suppose the lode may turn rich in the course of this level. The pitch in the ten fathom level, near Murray's winze, east of Williams's shaft, has considerably improved, and commences to turn out fair work. The stopes in the back of the adit, east of Williams's shaft, are equally as good as when last reported; west of them, in the back of the adit, are three more stopes, which are beginning to realise the hopes we entertained at their commencement; still further west, in Kitto's cutting, the same branch apparently exists, and will, we expect, turn out a pile of ore, of almost the same value as the first stopes, but this being so near the surface can only be regarded as of short duration. In the ten fathom level, driving west of Cumma's shaft, in the middle lode, the ground has altered latterly, which we expect will be for the better. The south shaft, in Shaw's shaft, is decidedly improving; it is composed of spar, with a considerable quantity of black gossan, mixed with a green solution of copper. The shaft is still sinking, at 2l. 10s. per fathom.

ADAM MURRAY, jun.

JOHN M. KITTO.

LOCOMOTIVE EXCAVATOR.

M. Gervais, a manufacturer of Caen, and a member of the Superior Council of Commerce, has lately presented to the Academy of Sciences a small model of a locomotive excavator (Terrasser Locomoteur). This machine may be usefully employed in the excavation of canals and formation of railroads; but from the want of strength in its construction, it seems at present suitable only to an alluvial soil. A force of steam of from two to three-horse power is required to work it; it clears a space eight feet (2m. 50) wide, and 2 ft. 3 in. (0m. 70) deep, and advances 1 ft. 3 in. (0m. 38) a minute. Thus, in twenty-four hours it completes 1800 feet (547m. 20) in length; having cleared out 3250 cubic feet (1000 cubic metres) of earth, which is levelled as regularly on each bank as it could be done by the hands of men. The expense in twenty-four hours cannot exceed 40 francs. The clearing of a cubic metre of earth, therefore, costs about 4 centimes. If we compare this with the price usually paid, the advantage of the invention is evident; but this is nothing in comparison with the advantages which we may expect to derive from the great saving of manual labour, and from the rapid increase of works so beneficial to the industry of the country.

The inventor's first idea was to employ men in levelling all occasional elevations beyond fifteen inches (0m. 40), but it was found less expensive to employ the machine used in cutting railroads. His plan proceeds on the same principle. The same frame which carries the locomotive, is arranged so that tools, attached to it, can work upwards from the surface of the earth, instead of downwards, and thus remove these elevations. A space is levelled equal in width to the working of the locomotive excavator, and then rails are laid down to preserve the direction and the level. The locomotive follows, excavating and throwing out the earth either on one or both of the banks, and forming an inclined plane, on each side, of forty-five degrees. If a canal is required to be sixteen feet (five metres) deep, or deeper, and cannot be excavated at once, there is attached to the machine behind, an axle-tree, and cast-iron wheels with large fellows, by which means, as fast as the first cutting is finished, lines are traced on which to place the rails for the second, and so on to preserve the original level. A machine capable of working twenty feet wide, and eight feet deep, excavates sixteen cubic feet of earth in a minute.

In railroads, the process would be nearly the same as in canals, except that the inclined plane on the sides need be only of fifteen degrees, and the earth might be carried away in carts wherever it was wanted. This machine is calculated for light and sandy soils; and is so constructed, that, should it encounter any obstacle, it may be stopped in a moment to prevent accidents. Thus, any rocky substance, if small, can be lifted up; if large, can be broken to pieces by the workmen, and carried away on the frame of the machine, after removing the tools, which can then be replaced, and the work continued.

It would be difficult to give a more particular detail without the aid of the plan, which the inventor has transmitted to the academy for the use of the committee, who, as well as ourselves, have seen the machine at work. Whatever their decision may be, it seems to us that the only question now, is the application of steam to the excavation of canals and railroads. The employment of this machine on a large scale, must be attended with great advantages, whether we consider the difficulty of collecting a considerable number

of workmen on one spot, the increased rapidity of the work, or the improved salubrity of low grounds by the draining of marshes, and the removal of miasma and its consequent diseases. And these great advantages, if the machine of M. Gervais can really be employed on a large scale, are to be obtained at a remarkably small expense. Taking the canal, which we have seen at work, as our data, if we calculate on a 3-horse power steam-engine, and on a consumption of 15 kilograms (30 lbs.) of coal per hour, we shall find, after deducting 30 per cent. interest for the outlay, and making every allowance for repairs, and loss of time when the machine is not at work, that it can excavate 957 cubic metres of earth at a cost of 48 francs 50 cents; whereas we now pay for excavating the same quantity, 478 francs 50 cents. In short, the invention of M. Gervais bids fair to make a great revolution in the mode of excavation, and we look forward with a degree of impatience for the decision of the committee of the academy.—*Tenants' Advocate.*

ANOTHER DISTRICT TO BE ADDED TO ENGLAND.

A great estuary, called the Wash, separates Norfolk from Lincoln on the sea-coast. Stimulated by the quantities of land formerly gained from the sea in the same neighbourhood, it is now proposed to form a company to recover 150,000 acres, partly on the Lincoln and partly on the Norfolk coast. In this neighbourhood the rivers Ouse, Nene, Welland, and Witham, discharge their waters into the German Ocean. The prospectus states—

"The measure now in contemplation was suggested by the success which has already attended several other works of a similar nature upon the adjoining coasts, by which many thousands of acres have been rescued from the overflowing of the sea, and converted into arable and pasture lands of excellent quality."

"Not to mention the embankment of the river Nene below Wisbeach, and the valuable land, now under cultivation, which a few years ago formed the channel of the Ouse above Lynn, and other works of a recent date and upon a more limited scale, it is known that the rich and extensive alluvial plains of marsh land in Norfolk, and those in the adjoining county of Lincoln, were formerly a part of the same estuary, and have been reclaimed by embankments, commencing in the time of the Romans. These instances are considered as affording the most satisfactory assurances of the practicability of the present undertaking, and of the extraordinary fertility and value of the soil which might be thereby added to the territory and agricultural resources of the empire."

"Stimulated by the encouragement derived from these sources, and deeply impressed by the inestimable national and private benefits which would accrue from the accomplishment of this magnificent enterprise, the promoters have caused surveys to be made, and also plans and estimates to be prepared, by Sir John Rennie and other competent persons, for the purpose of ascertaining the practicability of the work, the expense of carrying it into execution, the time required for its completion, and, especially whether the value of the land, when recovered, would be sufficient to yield an adequate return for the capital expended."

"The result of these inquiries has more than realised the most sanguine anticipations of the promoters. It appears by the report of Sir John Rennie, that the whole quantity of recoverable land consists of 200,000 acres, of which the greater part of 150,000 acres may be recovered at the cost of 12l. per acre; whilst the remainder, being at a greater distance from the land, will require an outlay of from 14l. to 15l. per acre. It has also been satisfactorily shown by the reports of land valuers of great local knowledge and experience, that the average value of the fee-simple of the land, when recovered, cannot be estimated at less than 40l. per acre."

"In regard to the time of completion, it is necessary to state that it is not intended to proceed to an immediate embankment of the land; the very eminent engineer under whose superintendence the works will be executed, has clearly demonstrated the inexpediency of excluding the sea-water before the land has been warped, or covered with a certain quantity of alluvial deposit; for, independently of the benefits to be derived from raising the surface to a higher level, it is obvious that the fertility and consequent value of the land recovered, must necessarily depend upon the quantity of alluvial matter with which it is covered."

"To those who are unacquainted with the subject of warping, it may, perhaps, appear to be a long and tedious process. It is true, that in general the accumulation of alluvial deposit, where it is left to the unaided operations of Nature, advances very slowly; but where it is assisted by judicious artificial means, it proceeds with a rapidity scarcely to be credited by those who have not had an opportunity of witnessing its progress. Still it is evident, that the successful result, even of the most approved and scientific methods of warping, must depend upon the quantity of alluvion which can be made available for that purpose. Now, it is well known that the estuary called the Wash abounds with, or, technically speaking, holds in suspension, a very large proportion of rich alluvial matter; and it has been ascertained, by repeated experiments, that a quantity sufficient to cover the whole of the 150,000 acres proposed to be recovered, may be procured within a comparatively short period of time. It is important to observe, that out of these 150,000 acres, about 90,000 acres are, at the present time, left wholly uncovered by the sea at low water."

"The recovery of the whole of this land might be greatly accelerated by judicious artificial measures; the operation of which has been very strikingly exemplified during the present summer in the old Nene estuary, where, by means of a jetty, erected on the recommendation of Sir John Rennie, the land has been warped up more than a foot within the very short period of one month."

"To understand the effect produced by artificial modes of warping, as compared with natural means, it is to be observed, that where the sea is left in its natural state, any very considerable deposit of the matter held in suspension is prevented by the continual agitation of the water, and consequently the alluvial soil is carried backwards and forwards by the influx and efflux of the tides; whereas, by the erection of jetties, and the other means adopted by skillful engineers, the current of the tides is checked, and still water produced; the necessary consequence of which is, that a large proportion of the suspended matter subsides and deposits itself before the reflux of the tides."

"The Crown, as owner of the soil of the land intended to be recovered, in consideration of the great national advantages arising from the undertaking, has ceded its territorial rights to the company, reserving only a gross payment of 1 per cent. upon the capital expended."

"For the present it is intended to limit the undertaking to the recovery of 150,000 acres. This will require an expenditure of 2,000,000l."

"The capital of the company will be 2,000,000l., divided into 20,000 shares of 100l. each, upon which a deposit of 5l. per share is to be made immediately; but no further deposit will be required until an Act of Parliament (for which application will be made in the next session) has been obtained, for incorporating the company, and conferring upon it the necessary powers."

RATE OF DUTIES AT THE PORT OF CARDIFF.

For the information of our readers we insert the rates of wharfage payable on the following minerals, merchandise, &c., at the port of Cardiff:

For every ton weight of bar, bolt, or wrought-iron, iron wire, shipped on a d. board or landed from any ship, boat, barge, craft, lighter, or other vessel	10s
Super 100 tons register or measurement, as the case may be	0 6
Shipped on board or landed from any ship or vessel of 100 and under 250 tons register	0 9
Super 100 tons register and upwards	1 0
For every ton weight of cast-iron, guns, gun-carriages, or shot	1 0
Super 100 tons register and upwards	1 0
Ton weight of pig-iron	0 6
Ton weight of broken bar or ballast iron	0 6
Ton weight of iron ore	0 8
Ton weight of coal, culm, or stone coal	0 2
Ton weight of limestone	0 2
Ton weight of copper ore	0 8
Ton weight of copper and brass (or battery)	1 3
Ton weight of nails, wrought-copper or wrought-brass	1 6
Ton weight of brass wire, or red or white lead	1 6
Ton weight of lead or lead shot	1 0
Ton weight of lead ore	0 6
Barrel or block of tin	0 2
Box of tin plates	0 1

MANUFACTURE OF SALT.—The Dutch are remarkably particular as to the quantity and quality of the salt which they use for dairy purposes, and of which there are three kinds manufactured. The first is somewhat smaller than our common salt, and is boiled or evaporated in twenty-four hours. This is used for butter. The second is evaporated in about three days, and is used in salting cheese by outward application. The third is beautifully formed in crystals, of about half an inch square, and the evaporation lasts four or five days. It is sometimes used for salting cheese, but principally for fish, beef, and pork. There appears to be some secret in the process, which the manufacturers are unwilling to disclose; but it is certain, that the use of the Dutch salt is one of the causes of the sweet and delicious flavour of Dutch butter, which hardly tastes of salt, or rather of that acid quality which the muric acid and sulphate of magnesia pervading our common salt impart to our butter. Considering how important an article salt is, it is rather remarkable that, though chemistry has advanced to such perfection, no change has taken place in the mode of making it for several centuries. The late Earl of Dundonald, Dr. Coventry, and the Rev. James Hendrick, proposed important improvements in this manufacture, but they seem never to have been adopted.—*Royal Cornwall Gazette.*

PURCHASES OF COPPER ORES AT POOL, OCTOBER 3.

Purchaser.	Mines.	Tons.	Total.	Price.	Amount.	Total amount.
Mines Royal	United Hills	38	4 5 6	4 5 6	4 5 6	4 5 6
	.....	43	4 10 6	4 10 6	4 10 6	4 10 6
	.....	224	4 16 6	4 16 6	4 16 6	4 16 6
	.....	27	3 12 6	3 12 6	3 12 6	3 12 6
	Dolcoath	64	6 13 6	6 13 6	6 13 6	6 13 6
	.....	.....	234	.....	.....	1209 13 3
2. ENGLISH COPPER CO.	Dolcoath	.....	2 0 0	2 0 0	2 0 0	2 0 0
3. VIVIAN & SONS.	United Hills	40	3 0 6	3 0 6	3 0 6	3 0 6
	Fowey Consols	94	4 0 0	4 0 0	4 0 0	4 0 0
	.....	78	4 17 6	4 17 6	4 17 6	4 17 6
	.....	334	6 0 6	6 0 6	6 0 6	6 0 6
	Tincroft	30	2 11 0	2 11 0	2 11 0	2 11 0
	Wheal Harriet	63	4 17 0	4 17 0	4 17 0	4 17 0
	.....	.....	308	.....	.....	1531 16 9
4. FREEMAN & CO.	East Wheal Crofty	87	6 10 0	6 10 0	6 10 0	6 10 0
	.....	.....	3 12 0	3 12 0	3 12 0	3 12 0
	.....	84	2 6 0	2 6 0	2 6 0	2 6 0
	.....	70	4 15 0	4 15 0	4 15 0	4 15 0
	.....	28	1 15 0	1 15 0	1 15 0	1 15 0
	.....	66	6 14 6	6 14 6	6 14 6	6 14 6
	.....	31	4 11 0	4 11 0	4 11 0	4 11 0
	.....	44	3 10 6	3 10 6	3 10 6	3 10 6
	East Pool	26	11 12 0	11 12 0	11 12 0	11 12 0
	.....	.....	817	.....	.....	2088 13 0
5. GRAMPFELL AND CO.	East Wheal Crofty	35	4 13 6	4 13 6	4 13 6	4 13 6
	.....	33	1 15 0	1 15 0	1 15 0	1 15 0
	.....	45	5 0 0	5 0 0	5 0 0	5 0 0
	.....	65	5 0 0	5 0 0	5 0 0	5 0 0
	Dolcoath	40	5 12 6	5 12 6	5 12 6	5 12 6
	.....	17	4 17 0	4 17 0	4 17 0	4 17 0
	Wheal Lydia	34	3 1 6	3 1 6	3 1 6	3 1 6
	Stray Park	62	4 18 0	4 18 0	4 18 0	4 18 0
	.....	21	2 9 0	2 9 0	2 9 0	2 9 0
	East Pool	27	3 1 6	3 1 6	3 1 6	3 1 6
	Wheal Harriet	22	0 18 6	0 18 6	0 18 6	0 18 6
	.....	.....	473	.....	.....	2118 19 0
6. SIMS, WILLIAMS, YANIS, NAVILL, AND CO.	United Hills	274	4 16 6	4 16 6	4 16 6	4 16 6
	.....	11	7 6	7 6	7 6	7 6
	Dolcoath	35	4 14 6	4 14 6	4 14 6	4 14 6
	.....	17	4 17 0	4 17 0	4 17 0	4 17 0
	Wheal Lydia	174	3 15 6	3 15 6	3 15 6	3 15 6
	East Pool	78	5 7 6	5 7 6	5 7 6	5 7 6
	South Wheal Harriet	73	4 10 0	4 10 0	4 10 0	4 10 0
	Cliff Downs	21	4 8 0	4 8 0	4 8 0	4 8 0
	.....	.....	297	.....	.....	1688 4 6
7. WILLIAMS, FOSTER & CO.	East Wheal Crofty	23	1 15 0	1 15 0	1 15 0	1 15 0
	.....	31	4 11 0	4 11 0	4 11 0	4 11 0
	.....	45	5 0 6	5 0 6	5 0 6	5 0 6
	Fowey Consols	334	6 0 6	6 0 6	6 0 6	6 0 6
	Wheal Lydia	98	4 1 6	4 1 6	4 1 6	4 1 6
	.....	47	5 3 6	5 3 6	5 3 6	5 3 6
	Tincroft	174	3 15 6	3 15 6	3 15 6	3 15 6
	.....	44	3 18 6	3 18 6	3 18 6	3 18 6
	.....	43	4 1 0	4 1 0	4 1 0	4 1 0
	Stray Park	34	1 12 0	1 12 0	1 12 0	1 12 0
	South Wheal Harriet	39	6 1 6	6 1 6	6 1 6	6 1 6
	.....	.....	520	.....	.....	2481 9 6
	.....	.....	2465	.....	.....	11,084 14 0

SALE OF BLACK TIN.

Black Tin sampled on the 4th, and sold at Trevelick, on the 8th of October.

Mines.	Tons.	Total.	Price.	Amount.	Purchaser.
St. Ives Consols	18	43 12 6	785 5 0	785 5 0	Williams, Bolitho & Co.
.....	16	43 5 0	692 0 0	692 0 0	.....
.....	34	.....	1475 5 0	1475 5 0	.....
Charlestown U.M.	225	46 17 6	1054 13 9	1054 13 9	Daubus & Co.
.....	.....	354	43 12 6	125 9 4	.....
.....	.....	.....	1180 5 1	1180 5 1	.....
Wheal Mary	18	45 0 0	810 0 0	810 0 0	Daubus & Co.
.....	24	41 10 0	78 15 0	78 15 0	Bolitho & Co.
.....	.....	.....	880 15 0	880 15 0	.....
Great Work	20	49 0 0	980 0 0	980 0 0	.....
Boswell	16	49 2 6	786 0 0	786 0 0	.....
Boswell	14	41 10 0	575 0 0	575 0 0	Batten & Son.
Wheal Old	11	36 7 6	404 2 6	404 2 6	Bolitho & Co.
Carleze Consols	9	46 17 6	421 17 6	421 17 6	Williams.
.....	.....	39	77 8 0	303 8 0	Bolitho & Co.
.....	11	32 12 6	354 2 6	354 2 6	.....
Wheal Reeth	8	45 2 6	361 0 0	361 0 0	Williams.
.....	24	43 5 0	104 2 0	104 2 0	Daubus & Co.
.....	.....	.....	460 2 6	460 2 6	.....
Marazion Mines	44	44 7 6	199 13 8	199 13 8	Daubus & Co.
.....	36	44 17 6	167 1 9	167 1 9	.....
.....	.....	.....	356 15 0	356 15 0	.....
Tincroft	64	43 12 6	283 11 3	283 11 3	Bolitho & Co.
.....	14	37 10 0	56 12 6	56 12 6	.....
.....	.....	.....	340 8 9	340 8 9	.....
Levant	4	40 0 0	160 0 0	160 0 0	.....
.....	3	40 0 0	120 0 0	120 0 0	.....
.....	7	40 0 0	280 0 0	280 0 0	.....
.....	.....	183	.....	.....	4892 9 4

SALE OF COPPER ORES AT REDRUTH.

Sampled Sept. 25, and sold at Andrew's Hotel, Redruth, Oct. 10.

Mines.	Tons.	Price.	Purchaser.	Mines.	Tons.	Price.	Purchaser.
Carn Breva	80	3 5 6.	Nevill & Co.	Wb. Treas.	72	4 18 6.	Vivians.
ditto	76	2 0 0.	.....	ditto	64	5 0 6.	.....
ditto	70	5 5 6.	.....	ditto	47	5 10 6.	Freemans.
ditto	68	5 8 6.	Williams.	ditto	30	2 6 6.	Nevill & Co.
ditto	63	5 5 6.	Nevill & Co.	ditto	23	2 0 0.	.....
ditto	61	4 7 6.	.....	Wb. Virgin	73	4 18 6.	Freemans.
ditto	58	7 8 6.	Freemans.	ditto	44	4 12 6.	Williams.
ditto	36	10 13 6.	Mines Royal	ditto	38	4 16 6.	Vivians.
ditto	30	4 2 6.	Williams.	ditto	22	2 4 6.	.....
ditto	20	10 8 6.	Freemans.	ditto	18	5 1 6.	Williams.
ditto	4	12 4 6.	.....	Unity W. Hill	108	4 17 6.	Williams.
GL. W. For.	53	3 3 6.	Vivians.	ditto	51	4 17 6.	.....
ditto	48	3 9 6.	Williams.	Union	54	5 16 6.	.....
ditto	43	8 19 6.	Vivians.	Wb. Julia	63	8 2 6.	Mines Royal
ditto	41	3 15 6.	.....	ditto	48	10 4 6.	.....
ditto	27	withdrawn.	.....	ditto	31	4 18 6.	Vivians.
W. Prosper	30	3 18 6.	Williams.	ditto	30	4 7 6.	Freemans.
ditto	47	9 2 6.	Vivians.	W. Provid.	44	3 16 6.	.....
Fowey C.	91	5 9 6.	.....	ditto	23	11 2 6.	Williams.
ditto	80	5 9 6.	Williams.	Trevelick	78	8 19 6.	Freemans.
ditto	63	5 6 6.	.....	Belisian	38	5 8 6.	.....
Trevelick	96	4 7 6.	.....	ditto	36	5 6 6.	.....
ditto	80	8 2 6.	Mines Royal	Wb. Mary	42	5 7 6.	.....
ditto	63	6 2 6.	.....	W. Trehay	40	4 10 6.	Nevill & Co.
.....	.....	.....	.....	GL. W. For.	22	5 4 6.	Vivians.

TOTAL PRODUCE.

Carn Breva Mines	574	.....	Unity W. Hill	108	.....	4971 18 0
GL. W. For.	247	.....	Union	54	.....	501 0 0
Wb. Prosper	1841	13 0	Wb. Provid.	44	.....	501 0 0
Fowey Consols	344	1430 14 0	Wheal Trevelick	78	.....	454 3 0
Trevelick	349	1339 0 0	Belisian	38	.....	367 12 0
Wb. Treas.	72	1054 13 9	Wheal Mary	42	.....	333 15 0
Wb. Virgin	73	1919 3 0	Wheal Trehay	40	.....	193 0 0
Wheal Julia	173	1305 16 6	GL. W. For.	22	.....	126 19 0
Average standard, 106l. 7s.	Average produce, 71.	Average price, 6l. 6d.	Quantity of ore, 2004.	Quantity of fine copper, 197 tons 11 cwt.	Amount of money, 15,094l. 10s. 6d.	Average standard of last sale, 116l. 10s. 6d.—Produce, 6l.
Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Trevelick, 620; Fowey Consols, 257; Trevelick, 11; Duffield Mines, 170; Wheal Trevelick and Cardew, 130; Levant, 101; Wheal Burrow, 68; Wheal Gortland, 64; North Downs, 49; Wheal Gortland, 28; Total, 1000.			Copper ore for sale on Thursday week, at Fergusson's Hotel, Trevelick. Mines and Parcels.—United Mines, 1140; Consolidated Mines, 714; Great St. George, 400; Fowey Consols, 347; Hallesburg, 309; Goodwin, 184; Great Wheal Charlotte, 189; Trevelick Consols, 170; Wheal Curtis, 187; South Caradoc, 117; Wheal Perran, 81; Wheal Leads, 61.—Total, 3729.			

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale October 15.—Cobres

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 7 per Cent.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Red. Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Consols.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
New 3 1/2 per Cent. Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Long Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Ann. for 20 Years	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
India Stock, 10 1/2 per Cent.	144	144	144	144	144
South Sea Stock, 4 1/2 per Cent.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Ditto Old Ann. 3 per Cent.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Ditto New Ann. 3 per Cent.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
3 per Cent. Ann.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
India Bonds, 1 per Cent.	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Exchange on India, 1000 Rs.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Ditto, 500 Rs.	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Ditto, 100 Rs.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Ditto, 50 Rs.	3/4	3/4	3/4	3/4	3/4
Ditto, 25 Rs.	3/8	3/8	3/8	3/8	3/8
Ditto, 12 1/2 Rs.	3/16	3/16	3/16	3/16	3/16
Ditto, 6 1/4 Rs.	3/32	3/32	3/32	3/32	3/32
Ditto, 3 1/8 Rs.	3/64	3/64	3/64	3/64	3/64
Ditto, 1 5/16 Rs.	3/128	3/128	3/128	3/128	3/128
Ditto, 7/8 Rs.	3/256	3/256	3/256	3/256	3/256
Ditto, 3/4 Rs.	3/512	3/512	3/512	3/512	3/512
Ditto, 15/64 Rs.	3/1024	3/1024	3/1024	3/1024	3/1024
Ditto, 7/32 Rs.	3/2048	3/2048	3/2048	3/2048	3/2048
Ditto, 3/64 Rs.	3/4096	3/4096	3/4096	3/4096	3/4096
Ditto, 1/16 Rs.	3/8192	3/8192	3/8192	3/8192	3/8192
Ditto, 1/32 Rs.	3/16384	3/16384	3/16384	3/16384	3/16384
Ditto, 1/64 Rs.	3/32768	3/32768	3/32768	3/32768	3/32768
Ditto, 1/128 Rs.	3/65536	3/65536	3/65536	3/65536	3/65536
Ditto, 1/256 Rs.	3/131072	3/131072	3/131072	3/131072	3/131072
Ditto, 1/512 Rs.	3/262144	3/262144	3/262144	3/262144	3/262144
Ditto, 1/1024 Rs.	3/524288	3/524288	3/524288	3/524288	3/524288
Ditto, 1/2048 Rs.	3/1048576	3/1048576	3/1048576	3/1048576	3/1048576
Ditto, 1/4096 Rs.	3/2097152	3/2097152	3/2097152	3/2097152	3/2097152
Ditto, 1/8192 Rs.	3/4194304	3/4194304	3/4194304	3/4194304	3/4194304
Ditto, 1/16384 Rs.	3/8388608	3/8388608	3/8388608	3/8388608	3/8388608
Ditto, 1/32768 Rs.	3/16777216	3/16777216	3/16777216	3/16777216	3/16777216
Ditto, 1/65536 Rs.	3/33554432	3/33554432	3/33554432	3/33554432	3/33554432
Ditto, 1/131072 Rs.	3/67108864	3/67108864	3/67108864	3/67108864	3/67108864
Ditto, 1/262144 Rs.	3/134217728	3/134217728	3/134217728	3/134217728	3/134217728
Ditto, 1/524288 Rs.	3/268435456	3/268435456	3/268435456	3/268435456	3/268435456
Ditto, 1/1048576 Rs.	3/536870912	3/536870912	3/536870912	3/536870912	3/536870912
Ditto, 1/2097152 Rs.	3/1073741824	3/1073741824	3/1073741824	3/1073741824	3/1073741824
Ditto, 1/4194304 Rs.	3/2147483648	3/2147483648	3/2147483648	3/2147483648	3/2147483648
Ditto, 1/8388608 Rs.	3/4294967296	3/4294967296	3/4294967296	3/4294967296	3/4294967296
Ditto, 1/16777216 Rs.	3/8589934592	3/8589934592	3/8589934592	3/8589934592	3/8589934592
Ditto, 1/33554432 Rs.	3/17179869184	3/17179869184	3/17179869184	3/17179869184	3/17179869184
Ditto, 1/67108864 Rs.	3/34359738368	3/34359738368	3/34359738368	3/34359738368	3/34359738368
Ditto, 1/134217728 Rs.	3/68719476736	3/68719476736	3/68719476736	3/68719476736	3/68719476736
Ditto, 1/268435456 Rs.	3/137438953472	3/137438953472	3/137438953472	3/137438953472	3/137438953472
Ditto, 1/536870912 Rs.	3/274877906944	3/274877906944	3/274877906944	3/274877906944	3/274877906944
Ditto, 1/1073741824 Rs.	3/549755813888	3/549755813888	3/549755813888	3/549755813888	3/549755813888
Ditto, 1/2147483648 Rs.	3/1099511627776	3/1099511627776	3/1099511627776	3/1099511627776	3/1099511627776
Ditto, 1/4294967296 Rs.	3/2199023255552	3/2199023255552	3/2199023255552	3/2199023255552	3/2199023255552
Ditto, 1/8589934592 Rs.	3/4398046511104	3/4398046511104	3/4398046511104	3/4398046511104	3/4398046511104
Ditto, 1/17179869184 Rs.	3/8796093022208	3/8796093022208	3/8796093022208	3/8796093022208	3/8796093022208
Ditto, 1/34359738368 Rs.	3/17592186044416	3/17592186044416	3/17592186044416	3/17592186044416	3/17592186044416
Ditto, 1/68719476736 Rs.	3/35184372088832	3/35184372088832	3/35184372088832	3/35184372088832	3/35184372088832
Ditto, 1/137438953472 Rs.	3/70368744177664	3/70368744177664	3/70368744177664	3/70368744177664	3/70368744177664
Ditto, 1/274877906944 Rs.	3/140737488355328	3/140737488355328	3/140737488355328	3/140737488355328	3/140737488355328
Ditto, 1/549755813888 Rs.	3/281474976710656	3/281474976710656	3/281474976710656	3/281474976710656	3/281474976710656
Ditto, 1/1099511627776 Rs.	3/562949953421312	3/562949953421312	3/562949953421312	3/562949953421312	3/562949953421312
Ditto, 1/2199023255552 Rs.	3/1125899906842624	3/1125899906842624	3/1125899906842624	3/1125899906842624	3/1125899906842624
Ditto, 1/4398046511104 Rs.	3/2251799813685248	3/2251799813685248	3/2251799813685248	3/2251799813685248	3/2251799813685248
Ditto, 1/8796093022208 Rs.	3/4503599627370496	3/4503599627370496	3/4503599627370496	3/4503599627370496	3/4503599627370496
Ditto, 1/17592186044416 Rs.	3/9007199254740992	3/9007199254740992	3/9007199254740992	3/9007199254740992	3/9007199254740992
Ditto, 1/35184372088832 Rs.	3/18014398509481984	3/18014398509481984	3/18014398509481984	3/18014398509481984	3/18014398509481984
Ditto, 1/70368744177664 Rs.	3/36028797018963968	3/36028797018963968	3/36028797018963968	3/36028797018963968	3/36028797018963968
Ditto, 1/140737488355328 Rs.	3/72057594037927936	3/72057594037927936	3/72057594037927936	3/72057594037927936	3/72057594037927936
Ditto, 1/281474976710656 Rs.	3/144115188075855872	3/144115188075855872	3/144115188075855872	3/144115188075855872	3/144115188075855872
Ditto, 1/562949953421312 Rs.	3/288230376151711744	3/288230376151711744	3/288230376151711744	3/288230376151711744	3/288230376151711744
Ditto, 1/1125899906842624 Rs.	3/576460752303423488	3/576460752303423488	3/576460752303423488	3/576460752303423488	3/576460752303423488
Ditto, 1/231891964606844736 Rs.	3/115292150460684736	3/115292150460684736	3/115292150460684736	3/115292150460684736	3/115292150460684736
Ditto, 1/463783929213689472 Rs.	3/230584300921369472	3/230584300921369472	3/230584300921369472	3/230584300921369472	3/230584300921369472
Ditto, 1/927567858427378944 Rs.	3/461168601842738944	3/461168601842738944	3/461168601842738944	3/461168601842738944	3/461168601842738944
Ditto, 1/1855135716854777888 Rs.	3/922337203685477888	3/922337203685477888	3/922337203685477888	3/922337203685477888	3/922337203685477888
Ditto, 1/3710271433709555776 Rs.	3/1844674407370955776	3/1844674407370955776	3/1844674407370955776	3/1844674407370955776	3/1844674407370955776
Ditto, 1/7420542867419111552 Rs.	3/3689348814741911552	3/3689348814741911552	3/3689348814741911552	3/3689348814741911552	3/3689348814741911552
Ditto, 1/14841085734838223104 Rs.	3/73786976294838223104	3/73786976294838223104	3/73786976294838223104	3/73786976294838223104	3/73786976294838223104
Ditto, 1/29682171469676446208 Rs.	3/147573952589676446208	3/147573952589676446208	3/147573952589676446208	3/147573952589676446208	3/147573952589676446208
Ditto, 1/59364342939352892416 Rs.	3/295147905179352892416	3/295147905179352892416	3/295147905179352892416	3/295147905179352892416	3/295147905179352892416
Ditto, 1/118728685878705784832 Rs.	3/590295810358705784832	3/590295810358705784832	3/590295810358705784832	3/590295810358705784832	3/590295810358705784832
Ditto, 1/237457371757411569664 Rs.	3/1180591620717411569664	3/1180591620717411569664	3/1180591620717411569664	3/1180591620717411569664	3/1180591620717411569664
Ditto, 1/474914743514823139328 Rs.	3/2361183241434823139328	3/2361183241434823139328	3/2361183241434823139328	3/2361183241434823139328	3/2361183241434823139328
Ditto, 1/949829487029646278656 Rs.	3/4722366482869646278656	3/4722366482869646278656	3/4722366482869646278656	3/4722366482869646278656	3/4722366482869646278656
Ditto, 1/1899658974059292557312 Rs.	3/9444732965739292557312	3/9444732965739292557312	3/9444732965739292557312	3/9444732965739292557312	3/9444732965739292557312
Ditto, 1/3799317948118585114624 Rs.	3/1888946593158585114624	3/1888946593158585114624	3/1888946593158585114624	3/1888946593158585114624	3/1888946593158585114624
Ditto, 1/7598635896237170229248 Rs.	3/3777893186317170229248	3/3777893186317170229248	3/3777893186317170229248	3/3777893186317170229248	3/3777893186317170229248
Ditto, 1/15197271792474340458496 Rs.	3/7555786372634340458496	3/7555786372634340458496	3/7555786372634340458496	3/7555786372634340458496	3/7555786372634340458496
Ditto, 1/30394543584948680916992 Rs.	3/15111572745268680916992	3/15111572745268680916992	3/15111572745268680916992	3/15111572745268680916992	3/15111572745268680916992
Ditto, 1/60789087169897361833984 Rs.	3/30223145490537361833984	3/30223145490537361833984	3/30223145490537361833984	3/30223145490537361833984	3/30223145490537361833984
Ditto, 1/121578174339794723667968 Rs.	3/60446290981074723667968	3/60446290981074723667968	3/60446290981074723667968	3/60446290981074723667968	3/60446290981074723667968
Ditto, 1/243156348679589447335936 Rs.	3/120892581962149447335936	3/120892581962149447335936	3/120892581962149447335936	3/120892581962149447335936	3/120892581962149447335936
Ditto, 1/486312697359178894671872 Rs.	3/241785163924298894671872	3/241785163924298894671872	3/241785163924298894671872	3/241785163924298894671872	3/241785163924298894671872
Ditto, 1/972625394718357789343744 Rs.	3/483570327848597789343744	3/483570327848597789343744	3/483570327848597789343744	3/483570327848597789343744	3/483570327848597789343744
Ditto, 1/1945250789436715578687488 Rs.	3/967140655697195578687488	3/967140655697195578687488	3/967140655697195578687488	3/967140655697195578687488	3/967140655697195578687488
Ditto, 1/3890501578873431157374976 Rs.	3/19342813113943873431157374976	3/19342813113943873431157374976	3/19342813113943873431157374976	3/19342813113943873431157374976	3/19342813113943873431157374976
Ditto, 1/7781003157746862314749952 Rs.	3/386856262278873462314749952	3/386856262278873462314749952	3/386856262278873462314749952	3/386856262278873462314749952	3/386856262278873462314749952
Ditto, 1/					